

**== USS TAYLOR (FFG-50) ==**  
**SEMAT II SHELL CONDITION ASSESSMENT**  
**SURVEY**  
**INTERIOR AREAS**  
**10/29/01 TO 11/09/01**



**PREPARED BY**  
**SUPERVISOR OF SHIPBUILDING CONVERSION**  
**AND**  
**REPAIR**  
**PORTSMOUTH, VIRGINIA**  
**11/10/01**

9 November 2001  
Serial# 1697AY – 118


Q.E.D. Systems, Inc. was tasked by the Supervisor of Shipbuilding Conversion and Repair, USN (SPORT) Portsmouth, VA to conduct an Ultrasonic Thickness (U/T) Survey of specific locations on board USS TAYLOR (FFG-50) during the period of 31 October 2001 – 8 November 2001.

The survey was conducted by Francis J. (Joe) LaRock II, Certified Level 1 on 9 March 2001.

The instrument used was a Krautkramer Branson, Model DMS-2.

|                   |                             |
|-------------------|-----------------------------|
| Serial Number:    | 00N3V8                      |
| Calibration Date: | 22 February 2001            |
| Probes Used:      | TC 560<br>FH 2 E<br>KBA 525 |

I have reviewed the results of the survey and approved of the findings. The discrepancies have been recorded on MAF's and are included in this report.

  
Francis J. LaRock  
Certified Level I  
9 March 2001

# USS TAYLOR (FFG-50)

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**USS TAYLOR (FFG-50)**  
**SHELL CONDITION ASSESSMENT SURVEY, INTERIOR AREAS.**

A SEMAT II UNDERWATER HULL AND SUPPORTING STRUCTURE SURVEY OF INTERIOR AREAS WAS CONDUCTED ON BOARD **USS TAYLOR (FFG-50)** FROM 10/31/01 TO 11/07/01 AT MAYPORT NAVAL STATION, JACKSONVILLE FLORIDA.

THE SURVEY WAS CONDUCTED IN ACCORDANCE WITH HULL STRUCTURE MRC 1102 USING A DELMHORST BD 2100 MOISTURE METER AND A KRAUTKRAMER BRANSON MODEL DM2TC ULTRASONIC TEST INSTRUMENT SERIAL NO.00NV8 CALIBRATION DUE DATE 02/22/02.THE PROBES USED WERE KRAUTKRAMER BRANSON'S TC/560, FH2E AND KBA 525.

THE MOST CRITICAL AREAS NOTED WERE THE HOLE IN WEB FRAME (316) AND THE THINNING MARGIN PLATE IN AMR 3, THE HOLE IN WEB FRAME (160) WHICH SEPARATES THE LAUNDRY AND THE CHT ROOM, THE CORROSION IN THE FORWARD EDUCTOR ROOM AND MINOR THINNING OF THE TANK TOP / DECK IN THE A/C MACHINERY ROOM.

HISTORIC AREAS OF CORROSION ON **(FFG-7)** CLASS SHIPS WERE INSPECTED AND NOTED. THE OVERALL CONDITION OF **USS TAYLOR'S** HULL STRUCTURE IS BETTER THAN AVERAGE FOR **(FFG-7)** CLASS SHIPS. REMOVAL OF LAGGING IN SONAR COOLING AND AMR 2 UNDER THE HPAC WILL REDUCE CORROSION SIGNIFICANTLY. THE SURVEY RESULTS PROVIDE ADDITIONAL INFORMATION.

**FFG-50 STRUCTURAL INSPECTION RESULTS**  
UNSATISFACTORY AREAS.

| LOCATION                      | AREA   | RESULTS   |
|-------------------------------|--|---|
| 5-368-01-E STEERING GEAR ROOM | BILGE AREA, STARBOARD EDUCTOR  | APPROX 20 SF OF CORROSION AND SCALING ON SHELL PLATE AND STRINGERS THINNING   |
| 5-292-0-E AMR 3               | PORT SIDE, BETWEEN BHD (328) AND WF (324) UP TO STRINGER (12)  | APPROX 8 SF OF MARGIN PLATE IS THINNING BELOW THE 25% WASTAGE CRITERIA. APPROX 60 SF FROM MARGIN PLATE TO STRINGER (12) HAS HEAVY CORROSION AND PAINT SEPARATION. |
| 5-292-0-E AMR 3               | CENTER LINE, TRANSVERSE WEB FRAME 316  | TRANSVERSE WEB FRAME IS HOLED ABOVE THE SHAFT. APPROX 16 LF OF ANGLE STIFFNERS IS DETERIORATED ON FWD SIDE OF TRANSVERSE WEB FRAME.                               |
| 5-250-0-E MER                 | PORT SIDE, FR (264-270), AT TRANSVERSE WELD SEAM FROM MARGIN PLATE TO STRINGER (13)                                  | APPROX 80 SF OF SURFACE RUST AND HEAVY PAINT SEPARATION.  |
| 5-212-0-E AMR 2               | PORT, BULKHEAD(212) FROM ESCAPE TRUNK TO U/L GRATING   | APPROX 20 SF OF CORROSION AND PAINT SEPARATION. RECOMMEND NOT REPLACING LAGGING.  |
| 5-180-0-E AMR 1               | PORT SIDE, UNDER REEFER COMPRESSOR NO. 2, UNDER HALON BOTTLE STATION AND INBOARD OF BALLAST BLOCKS, AFT OF WF (196). | APPROX 200 SF OF CORROSION AND PAINT SCALING.   |
| 5-51-0-Q FWD EDUCTOR ROOM     | PORT AND STBD SIDE BILGE AREA.   | APPROX 8 LF OF VERTICAL STIFFNER, APPROX 1 LF OF FLANGE IS DETERIORATED AND ENTIRE BILGE AREA IS FILLED WITH WATER AND CORROSION.                                 |
| 4-172-1-E FIRE PUMP ROOM      | BILGE POCKET AREA, BHD (172-180)   | APPROX 35 SF OF SURFACE RUST AND PAINT SEPARATION.  |
| 4-160-0-Q CHT ROOM            | PORT SIDE, BILGE POCKET AREA FROM BHD (164-180)  | APPROX 45 SF OF SURFACE RUST AND PAINT SEPARATION.  |
| 4-140-0-Q LAUNDRY             | PORT SIDE, WEB FRAME (160) WHERE IT MEETS THE SHELL AND MARGIN PLATE, ENTIRE BILGE POCKET AREA                       | APPROX 1 SF OF WEB FRAME (164) IS HOLED. APPROX 80 SF OF BILGE AREA HAS RUST AND PAINT SEPARATION.  |
| 4-100-0-E APU MACHINERY ROOM  | STBD SIDE BILGE POCKET   | APPROX 20 SF OF BILGE POCKET FULL OF WATER, LIGHT CORROSION AND POWER CABLES ARE SUBMURGED.   |
| 4-48-1-Q SONAR COOLING ROOM   | STBD SIDE, FROM DECK TO 3 <sup>RD</sup> STRINGER AND BHD (56)  | APPROX 48 SF OF SATURATED LAGGING. BHD 56 HAS LIGHT CORROSION.  |
| 3-84-0-E A/C MACHINERY ROOM   | PORT SIDE, TANK TOP / DECK   | APPROX 40 SF OF CORROSION AND LIGHT THINNING.   |

**USS TAYLOR (FFG-50)****SATISFACTORY AREAS**

| <b>LOCATION</b> | <b>SPACE DESIGNATION</b>             | <b>MCA SUBMITTED</b> |
|-----------------|--------------------------------------|----------------------|
| 3-32-1-K        | FLAMMABLE STORAGE LOCKER             | YES                  |
| 3-36-2-T        | ESCAPE TRUNK                         | YES                  |
| 3-40-2-A        | CPO STOREROOM                        | YES                  |
| 3-46-1-A        | SPECIAL CLOTHING STOREROOM           | YES                  |
| 3-48-2-A        | MEDICAL STOREROOM NO.1               | YES                  |
| 3-53-2-A        | SMALL STORES                         | YES                  |
| 3-56-1-A        | DECK GEAR STOREROOM                  | YES                  |
| 3-93-1-Q        | 400 HZ ENCLOSURE                     | YES                  |
| 3-100-0-L       | CREW BERTHING                        | YES                  |
| 3-100-1-L       | CREW LOUNGE                          | YES                  |
| 3-113-1-L       | SHOWER WR/WC                         | YES                  |
| 3-140-3-Q       | CLEANING GEAR LOCKER                 | YES                  |
| 3-144-0-L       | CREW BERTHING                        | YES                  |
| 3-144-2-L       | OFFICER/CPO BERTHING                 | YES                  |
| 3-154-1-Q       | PIPING SPACE                         | YES                  |
| 3-156-2-Q       | PIPING SPACE                         | YES                  |
| 3-180-2-C       | SWITCH GEAR ROOM                     | YES                  |
| 3-180-5-A       | DRY PROVISIONS STOREROOM             | YES                  |
| 3-196-2-A       | SHIPS STORES STOREROOM               | YES                  |
| 3-328-0-A       | SUPPLY STOREROOM                     | YES                  |
| 4-32-0-Q        | SONAR EQUIPMENT ROOM                 | YES                  |
| 4-48-2-L        | PASSAGE WAY                          | YES                  |
| 4-56-0-M        | SMALL ARMS MAGAZINE                  | YES                  |
| 4-56-2-A        | STOREROOM                            | YES                  |
| 4-151-3-A       | CLEANING GEAR LOCKER                 | YES                  |
| 4-152-1-A       | STOREROOM                            | YES                  |
| 4-152-3-A       | CHEMICAL DEFENSE EQUIPMENT STOREROOM | YES                  |
| 5-376-1-A       | STOREROOM                            | YES                  |
| 5-390-1-A       | DECK GEAR STOREROOM                  | YES                  |

**FFG-50 STRUCTURAL INSPECTION RESULTS  
UNASSESSABLE AREAS.**

| LOCATION   | AREA                  | RESULTS                        |
|------------|-----------------------|--------------------------------|
| 3-20-0-Q   | CHAIN LOCKER          | UNASSESSABLE/REQUIRES GAS FREE |
| 3-64-2-V   | VOID                  | UNASSESSABLE/REQUIRES GAS FREE |
| 3-64-1-V   | VOID                  | UNASSESSABLE/REQUIRES GAS FREE |
| 3-236-1-F  | FUEL TANK             | UNASSESSABLE/REQUIRES GAS FREE |
| 3-236-2-F  | FUEL TANK             | UNASSESSABLE/REQUIRES GAS FREE |
| 3-240-1-F  | FUEL TANK             | UNASSESSABLE/REQUIRES GAS FREE |
| 3-240-2-F  | FUEL TANK             | UNASSESSABLE/REQUIRES GAS FREE |
| 3-272-1-F  | FUEL TANK             | UNASSESSABLE/REQUIRES GAS FREE |
| 3-272-2-F  | FUEL TANK             | UNASSESSABLE/REQUIRES GAS FREE |
| 3-278-1-F  | FUEL TANK             | UNASSESSABLE/REQUIRES GAS FREE |
| 3-278-2-F  | FUEL TANK             | UNASSESSABLE/REQUIRES GAS FREE |
| 3-286-1-F  | FUEL TANK             | UNASSESSABLE/REQUIRES GAS FREE |
| 3-286-2-F  | FUEL TANK             | UNASSESSABLE/REQUIRES GAS FREE |
| 3-292-8-F  | FUEL TANK             | UNASSESSABLE/REQUIRES GAS FREE |
| 3-316-1-J  | JP5 FUEL TANK         | UNASSESSABLE/REQUIRES GAS FREE |
| 3-322-1-J  | JP5 FUEL TANK         | UNASSESSABLE/REQUIRES GAS FREE |
| 4-H-0-V    | VOID                  | UNASSESSABLE/REQUIRES GAS FREE |
| 4-27-0-V   | VOID                  | UNASSESSABLE/REQUIRES GAS FREE |
| 5-FF-0-V   | VOID                  | UNASSESSABLE/REQUIRES GAS FREE |
| 5-32-0-W   | SALT WATER TANK       | UNASSESSABLE/REQUIRES GAS FREE |
| 5-56-0-F   | FUEL TANK             | UNASSESSABLE/REQUIRES GAS FREE |
| 5-64-0-F   | FUEL TANK             | UNASSESSABLE/REQUIRES GAS FREE |
| 5-84-1-F   | FUEL TANK             | UNASSESSABLE/REQUIRES GAS FREE |
| 5-84-2-F   | FUEL TANK             | UNASSESSABLE/REQUIRES GAS FREE |
| 5-100-3-F  | FUEL TANK             | UNASSESSABLE/REQUIRES GAS FREE |
| 5-100-4-F  | FUEL TANK             | UNASSESSABLE/REQUIRES GAS FREE |
| 5-116-1-F  | FUEL TANK             | UNASSESSABLE/REQUIRES GAS FREE |
| 5-116-2-F  | FUEL TANK             | UNASSESSABLE/REQUIRES GAS FREE |
| 5½-116-0-V | VOID                  | UNASSESSABLE/REQUIRES GAS FREE |
| 5-132-0-F  | CONTAMINATED OIL TANK | UNASSESSABLE/REQUIRES GAS FREE |
| 5-137-1-T  | UNDERWATER LOG TANK   | UNASSESSABLE/REQUIRES GAS FREE |
| 5-140-1-F  | FUEL TANK             | UNASSESSABLE/REQUIRES GAS FREE |
| 5-140-2-F  | FUEL TANK             | UNASSESSABLE/REQUIRES GAS FREE |
| 5-164-0-F  | CONTAMINATED OIL TANK | UNASSESSABLE/REQUIRES GAS FREE |
| 5-164-1-F  | FUEL TANK             | UNASSESSABLE/REQUIRES GAS FREE |
| 5-164-2-F  | FUEL TANK             | UNASSESSABLE/REQUIRES GAS FREE |

# MATERIAL ASSESSMENT FORM

|  |   |  |   |  |                     |  |      |  |
|--|---|--|---|--|---------------------|--|------|--|
| ITEM NUMBER  |   |  |   | SHIP<br><b>USS TAYLOR (FFG-50)</b>   |                     |  |      |  |
| SYSTEM<br>SHELL & SUPPORTING STRUCTURE 110   |   | ESWS<br>11011  | EIC<br>A100   | APL<br>X-SYSTEMS   |                     | RIN<br>N/L   |      |  |
| EQUIPMENT NAME<br>HULL STRUCTURE 1102XY  |   | IDENT/SERIAL<br>N/A  |   | LOCATION<br>5-368-01-E   | WORK CENTER<br>EMO4 | JSN<br>A-168   |      |  |
| EQUIPMENT STATUS   |   | PROBLEM STATUS   |   | CATEGORY   |                     |  | EOC  |  |
| 1. SAT - SATISFACTORY<br>2. <b>UNSAT - UNSATISFACTORY</b><br>3. TNA - TEST NOT ATTEMPTED<br>4. TNC - TEST NOT COMPLETED<br>5. NOB - EQUIPMENT NOT ONBOARD  |   | 1. C - CORRECTED<br>2. A - AWAITING PARTS<br>3. T - AWAITING TECH ASSIST*<br>4. <b>S - SHIP'S FORCE</b><br>*UNCORRECTED PROBLEMS |   | 1. S - PERSONNEL SAFETY<br>2. Z - EQUIPMENT SAFETY<br>3. <b>H - HARDWARE</b><br>4. D - DOWN<br>5. L - LIMITED  |                     |  | .9   |  |
| TYPE/AVAILABILITY  | WHEN TO BE ACCOMPLISHED   | STATUS   |   | CAUSE  |                     | DEFERRAL REASON  |      |  |
| 1. DEPOT<br>2. IMA<br>3. TECH ASSIST<br>4. <b>SHIP'S FORCE</b><br>5. SFWL  | 1. IMMEDIATELY<br>2. PRIOR TO NEXT UNDERWAY<br>3. PRIOR TO NEXT DEPLOYMENT<br>4. <b>DURING POST DEPLOYMENT AVAILABILITY</b> | 1. <b>OPERATIONAL</b><br>2. NON-OPERATIONAL<br>3. REDUCED CAPABILITY<br>4. NOT APPLICABLE  |   | 1. ABNORMAL ENVIRONMENT<br>2. MANUFACTURER/INSTALLATION DEFECTS<br>3. LACK OF KNOWLEDGE<br>4. COMMUNICATION PROBLEMS<br>5. INADEQUATE INSTRUCTION/PROCEDURE<br>6. INADEQUATE DESIGN<br>7. <b>NORMAL WEAR AND TEAR</b><br>8. NOT APPLICABLE |                     | 1. <b>S/F BACKLOG/OPERATIONAL PRIORITY</b><br>2. LACK OF MATERIAL<br>3. NO FORMAL TRAINING ON THIS EQUIPMENT<br>4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT<br>5. INADEQUATE SCHOOL PRACTICAL TRAINING<br>6. LACK OF FACILITIES/CAPABILITIES<br>7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT<br>8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST<br>9. LACK OF TECHNICAL DOCUMENTATION<br>10. OTHER OR NOT APPLICABLE |      |  |
| MAN HRS EXPENDED<br>2  | MAN HRS REMAINING<br>200  |  | COMPLETED ACTION TAKEN  |  | S/F MANHOURS        | PRIORITY   |      |  |
| SAFETY HAZARD:<br>1. SERIOUS - CORRECT AS SOON AS POSSIBLE<br>2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED<br>3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM<br>4. SAFETY ITEM - MINOR<br>5. COMBUSTIBLE MATERIAL |   |  | 1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY<br>2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY<br>3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED<br>4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP<br>5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED<br>6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION |  |                     | 1. MANDATORY<br>2. ESSENTIAL<br>3. <b>HIGHLY DESIRABLE</b><br>4. DESIRABLE   |      |  |
| <b>DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: STBD SIDE, (5-368-01-E) STEERING GEAR ROOM</b>  |   |  |   |  |                     |  |      |  |
| STBD EDUCATOR APPROXIMATELY 2' AFT OF B HD (368), APPROXIMATELY 20 SF OF LIGHT CORROSION AND PAINT SCALING ON HULL AND STRINGERS   |   |  |   |  |                     |  |      |  |
|  |   |  |   |  |                     |  |      |  |
|  |   |  |   |  |                     |  |      |  |
| <b>RECOMMENDED REPAIRS:</b>  |   |  |   |  |                     |  |      |  |
| RECOMMEND SHIP'S FORCE CLEAN AREA TO BARE METAL, PRESERVE AND PAINT APPROXIMATELY 20 SF  |   |  |   |  |                     |  |      |  |
|  |   |  |   |  |                     |  |      |  |
|  |   |  |   |  |                     |  |      |  |
| SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2186, TPOC: C. BUCK  |   |  |   |  |                     |  |      |  |
| CSMP SUMMARY:<br>LIGHT CORROSION STBD EDUCATOR   |   |  |   |  |                     | TEST#<br>MRC 1102/1  |      |  |
| ROOT CAUSE/AMPLIFICATION:<br>H1  |   |  |   |  |                     | STEP#<br>1,2,3,4 & 5   |      |  |
| SYSTEM LEVEL IMPACT:   |   |  |   |  |                     |  |      |  |
| PART NO.   | NOMENCLATURE  |  |   | QTY  | NSN                 |  | COST |  |
| 1  |   |  |   |  |                     |  |      |  |
| 2  |   |  |   |  |                     |  |      |  |
| 3  |   |  |   |  |                     |  |      |  |
| 4  |   |  |   |  |                     |  |      |  |
| 5  |   |  |   |  |                     |  |      |  |
| 6  |   |  |   |  |                     |  |      |  |
| FIRST CONTACT<br><b>McNEIL</b>   |   | RATE<br><b>HTCS</b>  | SECOND CONTACT<br><b>AMADOR</b>   |  | RATE<br><b>HTC</b>  | PHONE  |      |  |
| ASSESSOR / ACT / TECH ID#<br>J. LaROCK/ T. ILGENFRITZ QED SYSTEMS INC.   |   |  |   | TD   | TL                  | LOGISTICIAN  | TSP  |  |



**USS TAYLOR (FFG-50)**  
**STEERING GEAR ROOM (5-368-01-E)**  
**STBD SIDE**

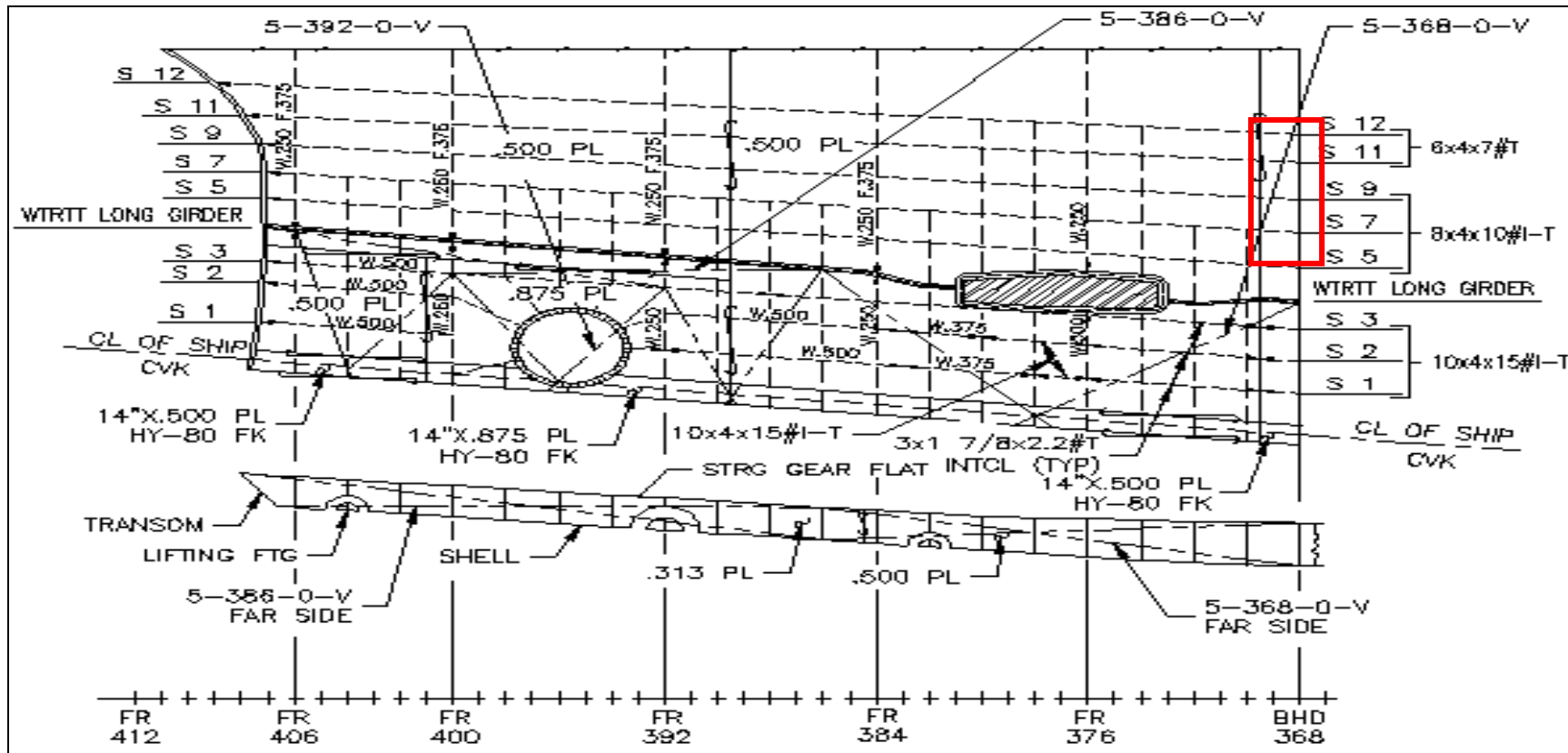


STARBOARD SIDE EDUCTOR SPACE, IN AFTER STEERING



RUST AND SCALING AT TRANSVERSE WELD SEAM APPROX 2 FT AFT OF BHD (368)

STARBOARD SIDE, EXPANDED  
VERTICALLY, RED BOX INDICATES AREA



# MATERIAL ASSESSMENT FORM

|  |  |   |  |   |  |              |     |  |
|--|--|---|--|---|--|--------------|-----|--|
| ITEM NUMBER  |  |   |  | SHIP<br><b>USS TAYLOR (FFG-50)</b>  |  |              |     |  |
| SYSTEM<br>SHELL & SUPPORTING STRUCTURE 110   |  | ESWS<br>11011   | EIC<br>A100  | APL<br>X-SYSTEMS  |  | RIN<br>N/L   |     |  |
| EQUIPMENT NAME<br>HULL STRUCTURE 1102XY  |  | IDENT/SERIAL<br>N/A   |  | LOCATION<br>5-292-0-E   | WORK CENTER<br>EMO4  | JSN<br>A-162 |     |  |
| EQUIPMENT STATUS   |  | PROBLEM STATUS  |  | CATEGORY  |  |              | EOC |  |
| 1. SAT - SATISFACTORY<br>2. <b>UNSAT - UNSATISFACTORY</b><br>3. TNA - TEST NOT ATTEMPTED<br>4. TNC - TEST NOT COMPLETED<br>5. NOB - EQUIPMENT NOT ONBOARD  |  | 1. C - CORRECTED<br>2. A - AWAITING PARTS<br>3. <b>T - AWAITING TECH ASSIST*</b><br>4. S - SHIP'S FORCE<br>*UNCORRECTED PROBLEMS  |  | 1. S - PERSONNEL SAFETY<br>2. Z - EQUIPMENT SAFETY<br>3. <b>H - HARDWARE</b><br>4. D - DOWN<br>5. L - LIMITED |  |              | .9  |  |
| TYPE/AVAILABILITY  | WHEN TO BE ACCOMPLISHED  | STATUS  | CAUSE  |   | DEFERRAL REASON  |              |     |  |
| 1. <b>DEPOT</b><br>2. IMA<br>3. TECH ASSIST<br>4. SHIP'S FORCE<br>5. FWL   | 1. IMMEDIATELY<br>2. PRIOR TO NEXT UNDERWAY<br>3. <b>PIROR TO NEXT DEPLOYMENT</b><br>4. <b>DURING POST DEPLOYMENT AVAILABILITY</b> | 1. <b>OPERATIONAL</b><br>2. NON-OPERATIONAL<br>3. REDUCED CAPABILITY<br>4. NOT APPLICABLE   | 1. ABNORMAL ENVIRONMENT<br>2. MANUFACTURER/INSTALLATION DEFECTS<br>3. LACK OF KNOWLEDGE<br>4. COMMUNICATION PROBLEMS<br>5. INADEQUATE INSTRUCTION/PROCEDURE<br>6. INADEQUATE DESIGN<br>7. <b>NORMAL WEAR AND TEAR</b><br>8. NOT APPLICABLE |   | 1. S/F BACKLOG/OPERATIONAL PRIORITY<br>2. LACK OF MATERIAL<br>3. NO FORMAL TRAINING ON THIS EQUIPMENT<br>4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT<br>5. INADEQUATE SCHOOL PRACTICAL TRAINING<br>6. <b>LACK OF FACILITIES/CAPABILITIES</b><br>7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT<br>8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST<br>9. LACK OF TECHNICAL DOCUMENTATION<br>10. OTHER OR NOT APPLICABLE |              |     |  |
| MAN HRS EXPENDED<br>4  | MAN HRS REMAINING<br>600   | COMPLETED ACTION TAKEN  |  | S/F MANHOURS  | PRIORITY   |              |     |  |
| SAFETY HAZARD:<br>1. SERIOUS - CORRECT AS SOON AS POSSIBLE<br>2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED<br>3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM<br>4. SAFETY ITEM - MINOR<br>5. COMBUSTIBLE MATERIAL |  | 1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY<br>2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY<br>3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED<br>4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP<br>5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED<br>6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION |  |   | 1. MANDATORY<br>2. ESSENTIAL<br>3. <b>HIGHLY DESIRABLE</b><br>4. DESIRABLE   |              |     |  |
| DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: PORT SIDE, (5-292-0-E) AMR 3   |  |   |  |   |  |              |     |  |
| BETWEEN BHD (328) AND WF (324) MARGIN PLATE IS THINNING BELOW THE 25% WASTAGE CRITERIA. APPROX 8 SF.   |  |   |  |   |  |              |     |  |
| BETWEEN BHD (328) AND WF (316) FROM MARGIN PLATE TO STRINGER (12) SHELL AND STRINGERS HAVE HEAVY CORROSION AND   |  |   |  |   |  |              |     |  |
| HEAVY PAINT SEPARATION APPROXIMATELY 60 SF. SEE DRAWING FOR U/T READINGS   |  |   |  |   |  |              |     |  |
| RECOMMENDED REPAIRS: RECOMMEND REPAIR ACTIVITY, CLEAN AND GAS FREE POTABLE WATER TANK (5-308-2-W). CUT OUT   |  |   |  |   |  |              |     |  |
| APPROXIMATELY 8 SF OF MARGIN PLATE, REPLACE WITH .250 MILD STEEL, LEAK TEST TANK. CLEAN APPROX 60 SF OF AREA BETWEEN   |  |   |  |   |  |              |     |  |
| BHD (328) AND WF (316) TO BARE METAL, PRESERVE AND PAINT. REPAIRS TO BE ACCOMPLISHED DURING  |  |   |  |   |  |              |     |  |
| DRY-DOCKING AVAILABILITY.  |  |   |  |   |  |              |     |  |
| SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2130, TPOC: C. BUCK  |  |   |  |   |  |              |     |  |
| CSMP SUMMARY:<br>MARGIN PLATE IS THINNING / HEAVY CORROSION  |  |   |  |   | TEST#<br>MRC 1102/1  |              |     |  |
| ROOT CAUSE/AMPLIFICATION:<br>H1  |  |   |  |   | STEP#<br>1,2,3,4 & 5   |              |     |  |
| SYSTEM LEVEL IMPACT:   |  |   |  |   |  |              |     |  |
| PART NO.   | NOMENCLATURE   |   |  | QTY   | NSN  | COST         |     |  |
| 1  |  |   |  |   |  |              |     |  |
| 2  |  |   |  |   |  |              |     |  |
| 3  |  |   |  |   |  |              |     |  |
| 4  |  |   |  |   |  |              |     |  |
| 5  |  |   |  |   |  |              |     |  |
| 6  |  |   |  |   |  |              |     |  |
| FIRST CONTACT<br>McNEIL  | RATE<br>HTCS   | SECOND CONTACT<br>AMADOR  |  | RATE<br>HTC   | PHONE  |              |     |  |
| ASSESSOR / ACT / TECH ID#<br>J. LaROCK/ T. ILGENFRITZ  |  |   |  | TD  | TL   | LOGISTICIAN  | TSP |  |
| OED SYSTEMS INC.   |  |   |  |   |  |              |     |  |

USS TAYLOR (FFG-50)  
AUXILIARY MACHINERY ROOM 3 (5-292-0-E)  
PORT SIDE



PORT SIDE, BETWEEN WF (324) AND BHD (328) HEAVY CORROSION ON MARGIN PLATE  
AND SHELL SEE DRAWING FOR U/T READING



HEAVY CORROSION ON MARGIN PLATE WHERE IT MEETS WF (324) AND SHELL  
LOW U/T READINGS WERE REVEALED IN THIS AREA.



USS TAYLOR (FFG-50)  
AUXILIARY MACHINERY ROOM 3 (5-292-0-E)  
PORT SIDE



PORT SIDE, AFT OF WF (324) WERE STRINGER (9) MEETS THE SHELL PLATE




STRINGER (11) FWD OF WF (224)

RED BOX INDICATES LOCATION OF  
U/T READINGS  
DRAWING ON FOLLOWING PAGE



**USS TAYLOR (FFG-50)**  
**AUXILIARY MACHINERY ROOM 3 (5-292-0-E)**  
**PORT SIDE**

| BHD 328 | WEB FRAME 324         |                       |                       | WEB FRAME 316   |                     |  |
|---------|-----------------------|-----------------------|-----------------------|---|---------------------|--|
|         |                       |                       |                       |   | S. 12               |  |
|         |                       |                       |                       | .321 $\Delta$   | W. 242              |  |
|         |                       |                       | $\Delta$ .327         | .326 $\Delta$  $\Delta$ .325 | F. 257              |  |
|         | $\Delta$ .326         | .324 $\Delta$         | .326 $\Delta$         | .320 $\Delta$   |                     |  |
| W.215   |                       |                       |                       |   | S.11                |  |
| F. 248  | $\Delta$ .319         | .322 $\Delta$         | .327 $\Delta$         |   | W. 240              |  |
|         | $\Delta$ .294         | .320 $\Delta$         | .299 $\Delta$         | $\Delta$ .322   | .328 $\Delta$ F.257 |  |
| W.178   |                       |                       |                       |   |                     |  |
| F. 225  |                       |                       |                       |   | S.10                |  |
|         | $\Delta$ .314         | $\Delta$ .316         |                       | DESIGN THICKNESS .313   | $\Delta$            |  |
|         |                       |                       |                       | MINIMUM .239  | .322                |  |
|         | $\Delta$ .344         | $\Delta$ .293         |                       |   | .377 $\Delta$       |  |
| W. 220  |                       |                       |                       |   |                     |  |
| F. 354  |                       |                       |                       |   | S. 9                |  |
|         | $\Delta$ .377         | $\Delta$ .368         | .387 $\Delta$         | SHELL BELOW WELD SEAM   |                     |  |
|         |                       |                       |                       | DESIGN THICKNESS .375   |                     |  |
|         | $\Delta$ .260         | $\Delta$ .263         | .267 $\Delta$         | MINIMUM .282  |                     |  |
|         |                       |                       |                       | MARGIN PLATE  |                     |  |
|         |                       |                       |                       | DESIGN THICKNESS .250   |                     |  |
|         | $\blacktriangle$ .187 | $\blacktriangle$ .184 | .140 $\blacktriangle$ | MINIMUM .188  |                     |  |

J. LaROCK / T. ILGENFRITZ  
QED SYSTEMS INC.  
10/31/01

# MATERIAL ASSESSMENT FORM

|   |  |  |  |   |                       |  |                     |  |              |  |  |
|---|--|--|--|---|-----------------------|--|---------------------|--|--------------|--|--|
| ITEM NUMBER   |  |  |  | SHIP<br><b>USS TAYLOR (FFG-50)</b>  |                       |  |                     |  |              |  |  |
| SYSTEM<br>SHELL & SUPPORTING STRUCTURE 110  |  | ESWBS<br>11011   |  | EIC<br>A100   |                       | APL<br>X-SYSTEMS   |                     | RIN<br>N/L   |              |  |  |
| EQUIPMENT NAME<br>HULL STRUCTURE 1102XY   |  |  | IDENT/SERIAL<br>N/A  |   | LOCATION<br>5-292-0-E |  | WORK CENTER<br>EMO4 |  | JSN<br>A-165 |  |  |
| EQUIPMENT STATUS  |  |  | PROBLEM STATUS   |   |                       | CATEGORY   |                     |  | EOC          |  |  |
| 1. SAT - SATISFACTORY<br>2. <b>UNSAT - UNSATISFACTORY</b><br>3. TNA - TEST NOT ATTEMPTED<br>4. TNC - TEST NOT COMPLETED<br>5. NOB - EQUIPMENT NOT ONBOARD   |  |  | 1. C - CORRECTED<br>2. A - AWAITING PARTS<br>3. <b>T - AWAITING TECH ASSIST*</b><br>4. S - SHIP'S FORCE<br>*UNCORRECTED PROBLEMS |   |                       | 1. S - PERSONNEL SAFETY<br>2. Z - EQUIPMENT SAFETY<br>3. <b>H - HARDWARE</b><br>4. D - DOWN<br>5. L - LIMITED  |                     |  | .9           |  |  |
| TYPE/AVAILABILITY   |  | WHEN TO BE ACCOMPLISHED  |  | STATUS  |                       | CAUSE  |                     | DEFERRAL REASON  |              |  |  |
| 1. <b>DEPOT</b><br>2. IMA<br>3. TECH ASSIST<br>4. SHIP'S FORCE<br>5. SFWL   |  | 1. IMMEDIATELY<br>2. PRIOR TO NEXT UNDERWAY<br>3. <b>PIROR TO NEXT DEPLOYMENT</b><br>4. <b>DURING POST DEPLOYMENT AVAILABILITY</b> |  | 1. <b>OPERATIONAL</b><br>2. NON-OPERATIONAL<br>3. REDUCED CAPABILITY<br>4. NOT APPLICABLE   |                       | 1. ABNORMAL ENVIRONMENT<br>2. MANUFACTURER/INSTALLATION DEFECTS<br>3. LACK OF KNOWLEDGE<br>4. COMMUNICATION PROBLEMS<br>5. INADEQUATE INSTRUCTION/PROCEDURE<br>6. INADEQUATE DESIGN<br>7. <b>NORMAL WEAR AND TEAR</b><br>8. NOT APPLICABLE |                     | 1. S/F BACKLOG/OPERATIONAL PRIORITY<br>2. LACK OF MATERIAL<br>3. NO FORMAL TRAINING ON THIS EQUIPMENT<br>4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT<br>5. INADEQUATE SCHOOL PRACTICAL TRAINING<br>6. <b>LACK OF FACILITIES/CAPABILITIES</b><br>7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT<br>8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST<br>9. LACK OF TECHNICAL DOCUMENTATION<br>10. OTHER OR NOT APPLICABLE |              |  |  |
| MAN HRS EXPENDED<br>2   |  | MAN HRS REMAINING<br>800   |  | COMPLETED ACTION TAKEN  |                       |  | S/F MANHOURS        |  | PRIORITY     |  |  |
| SAFETY HAZARD:<br>1. SERIOUS - CORRECT AS SOON AS POSSIBLE<br>2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED<br>3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM<br>4. SAFETY ITEM - MINOR<br>5. COMBUSTIBLE MATERIAL  |  |  |  | 1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY<br>2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY<br>3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED<br>4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP<br>5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED<br>6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION |                       |  |                     | 1. MANDATORY<br>2. ESSENTIAL<br>3. <b>HIGHLY DESIRABLE</b><br>4. DESIRABLE   |              |  |  |
| DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: (5-292-0-E) AMR 3, TRANSVERSE WEB FRAME (316)   |  |  |  |   |                       |  |                     |  |              |  |  |
| IS HOLED ABOVE SHAFT. 4 X 4 ANGLE STIFFENERS ON FWD SIDE OF TRANSVERSE WEB FRAME ARE DETERIORATED.  |  |  |  |   |                       |  |                     |  |              |  |  |
| APPROX 8 SF OF TRANSVERSE WEB FRAME (316) AND APPROX 16 LF OF 4 X 4 X .375 ANGLE IRON.  |  |  |  |   |                       |  |                     |  |              |  |  |
| RECOMMENDED REPAIRS: RECOMMEND REPAIR ACTIVITY, CUT OUT AND REPLACE APPROX 8 SF OF TRANSVERSE WEB FRAME (316), REPLACE WITH .250 MILD STEEL. CUT OUT AND REPLACE APPROX 16 LF OF 4X4X.375 ANGLE. CLEAN ENTIRE AREA AND PAINT TO MATCH. WORK MUST BE ACCOMPLISHED DURING DRYDOCK AVAILABILITY. |  |  |  |   |                       |  |                     |  |              |  |  |
| SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2130, TPOC: C. BUCK   |  |  |  |   |                       |  |                     |  |              |  |  |
| CSMP SUMMARY:<br>TRANSVERSE WEB FRAME (316) IS HOLED / STIFFNERS DETERIORATED.  |  |  |  |   |                       |  |                     | TEST#<br>MRC 1102/1  |              |  |  |
| ROOT CAUSE/AMPLIFICATION:<br>H1   |  |  |  |   |                       |  |                     | STEP#<br>1,2,3,4 & 5   |              |  |  |
| SYSTEM LEVEL IMPACT:  |  |  |  |   |                       |  |                     |  |              |  |  |
| PART NO.  |  | NOMENCLATURE   |  |   | QTY                   |  | NSN                 |  | COST         |  |  |
| 1   |  |  |  |   |                       |  |                     |  |              |  |  |
| 2   |  |  |  |   |                       |  |                     |  |              |  |  |
| 3   |  |  |  |   |                       |  |                     |  |              |  |  |
| 4   |  |  |  |   |                       |  |                     |  |              |  |  |
| 5   |  |  |  |   |                       |  |                     |  |              |  |  |
| 6   |  |  |  |   |                       |  |                     |  |              |  |  |
| FIRST CONTACT<br>McNEIL   |  | RATE<br>HTCS   |  | SECOND CONTACT<br>AMADOR  |                       |  | RATE<br>HTC         |  | PHONE        |  |  |
| ASSESSOR / ACT / TECH ID#<br>J. LaROCK/ T. ILGENFRITZ   |  |  |  |   | TD                    |  | TL                  |  | LOGISTICIAN  |  |  |
| OED SYSTEMS INC.  |  |  |  |   |                       |  |                     |  | TSP          |  |  |



**USS TAYLOR (FFG-50)**  
**AUXILIARY MACHINERY ROOM 3 (5-292-0-E)**  
**TRANSVERSE WEB FRAME (316)**

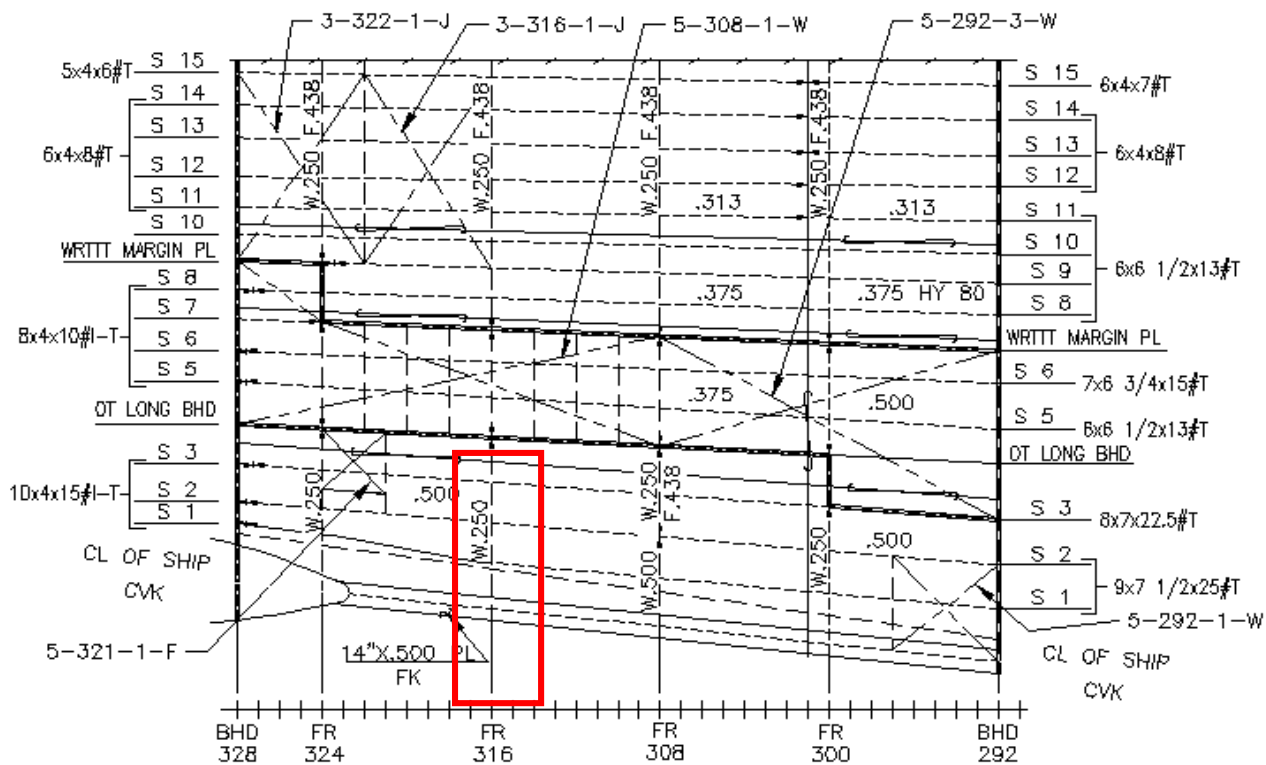


LARGE HOLE IN TRANSVERSE WEB FRAME (316) LOOKING FWD



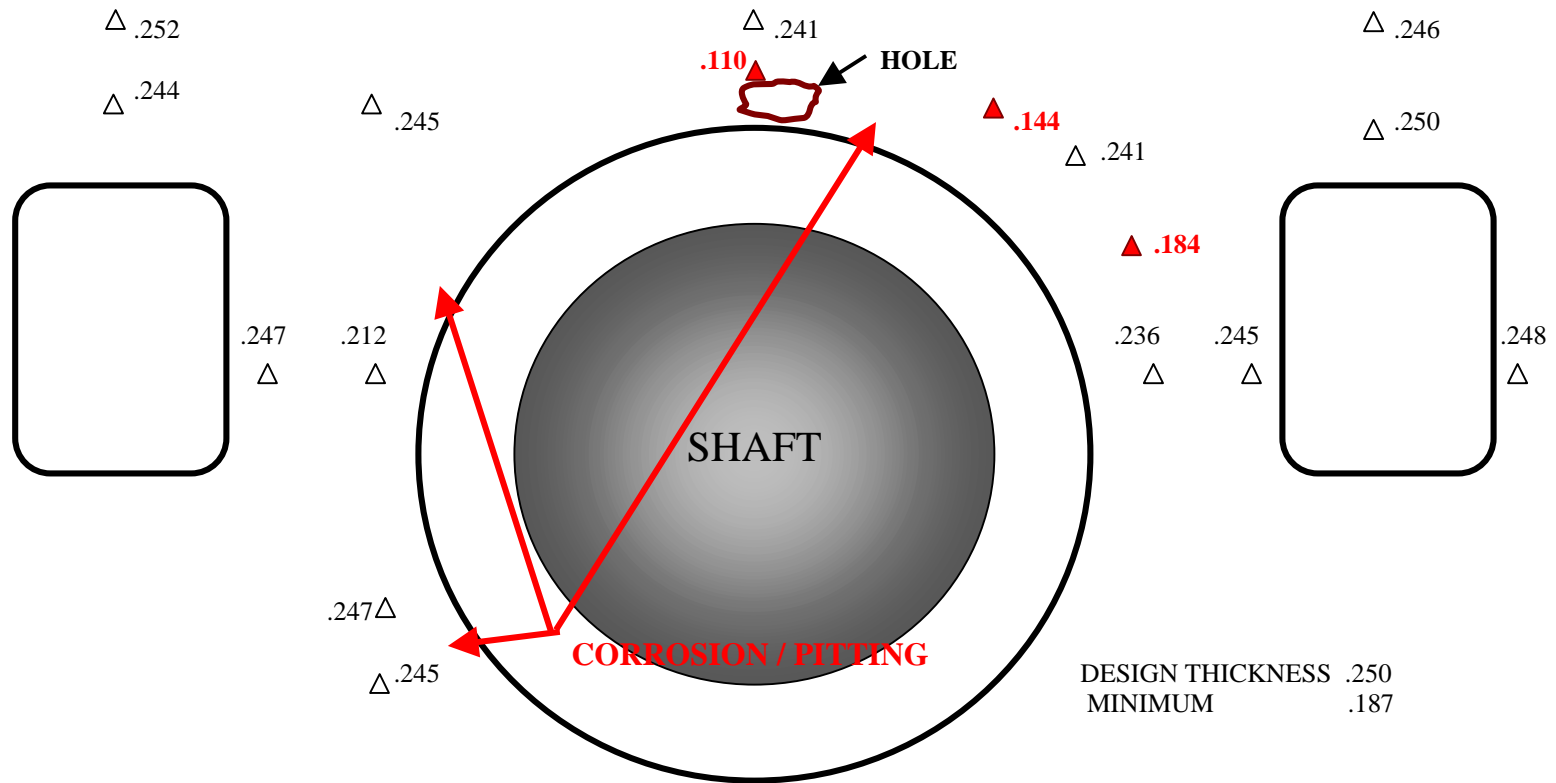
TRANSVERSE WEB FRAME (316) LOOKING AFT, CORRODED STIFFENER.

**USS TAYLOR FFG-50)**  
**AUXILIARY MACHINERY ROOM 3 (5-292-0-E)**



USS TAYLOR (FFG-50)  
AUXILIARY MACHINERY ROOM 3  
(5-292-0-E) RED BOX INDICATES  
AREA. SEE DRAWING ON  
FOLLOWING PAGE.

USS TAYLOR (FFG-50)  
AUXILIARY MACHINERY ROOM 3. (5-292-0-E)  
TRANSVERSE WEB FRAME (316)



TRANSVERSE WEB FRAME 316  
LOOKING FORWARD

J. LaROCK / T. ILGENFRITZ  
QED SYSTEMS INC.  
11/01/01

# MATERIAL ASSESSMENT FORM

|  |   |  |   |   |  |  |      |  |
|--|---|--|---|---|--|--|------|--|
| ITEM NUMBER  |   |  |   | SHIP<br><b>USS TAYLOR (FFG-50)</b>  |  |  |      |  |
| SYSTEM<br>SHELL & SUPPORTING STRUCTURE 110   |   | ESWBS<br>11011   | EIC<br>A100   | APL<br>X-SYSTEMS  |  | RIN<br>N/L   |      |  |
| EQUIPMENT NAME<br>HULL STRUCTURE 1102XY  |   | IDENT/SERIAL<br>N/A  |   | LOCATION<br>5-250-0-E   | WORK CENTER<br>EMO4  | JSN<br>A-164   |      |  |
| EQUIPMENT STATUS   |   | PROBLEM STATUS   |   | CATEGORY  |  |  | EOC  |  |
| 1. SAT - SATISFACTORY<br>2. <b>UNSAT - UNSATISFACTORY</b><br>3. TNA - TEST NOT ATTEMPTED<br>4. TNC - TEST NOT COMPLETED<br>5. NOB - EQUIPMENT NOT ONBOARD  |   | 1. C - CORRECTED<br>2. A - AWAITING PARTS<br>3. T - AWAITING TECH ASSIST*<br>4. <b>S - SHIP'S FORCE</b><br>*UNCORRECTED PROBLEMS |   | 1. S - PERSONNEL SAFETY<br>2. Z - EQUIPMENT SAFETY<br>3. <b>H - HARDWARE</b><br>4. D - DOWN<br>5. L - LIMITED |  |  | .9   |  |
| TYPE/AVAILABILITY  | WHEN TO BE ACCOMPLISHED   | STATUS   | CAUSE   |   | DEFERRAL REASON  |  |      |  |
| 1. DEPOT<br>2. IMA<br>3. TECH ASSIST<br>4. <b>SHIP'S FORCE</b><br>5. FWL   | 1. IMMEDIATELY<br>2. PRIOR TO NEXT UNDERWAY<br>3. PRIOR TO NEXT DEPLOYMENT<br>4. <b>DURING POST DEPLOYMENT AVAILABILITY</b> | 1. <b>OPERATIONAL</b><br>2. NON-OPERATIONAL<br>3. REDUCED CAPABILITY<br>4. NOT APPLICABLE  | 1. ABNORMAL ENVIRONMENT<br>2. MANUFACTURER/INSTALLATION DEFECTS<br>3. LACK OF KNOWLEDGE<br>4. COMMUNICATION PROBLEMS<br>5. INADEQUATE INSTRUCTION/PROCEDURE<br>6. INADEQUATE DESIGN<br>7. <b>NORMAL WEAR AND TEAR</b><br>8. NOT APPLICABLE  |   | 1. <b>S/F BACKLOG/OPERATIONAL PRIORITY</b><br>2. LACK OF MATERIAL<br>3. NO FORMAL TRAINING ON THIS EQUIPMENT<br>4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT<br>5. INADEQUATE SCHOOL PRACTICAL TRAINING<br>6. LACK OF FACILITIES/CAPABILITIES<br>7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT<br>8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST<br>9. LACK OF TECHNICAL DOCUMENTATION<br>10. OTHER OR NOT APPLICABLE |  |      |  |
| MAN HRS EXPENDED<br>4  | MAN HRS REMAINING<br>400  |  | COMPLETED ACTION TAKEN  |   | S/F MANHOURS   | PRIORITY   |      |  |
| SAFETY HAZARD:<br>1. SERIOUS - CORRECT AS SOON AS POSSIBLE<br>2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED<br>3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM<br>4. SAFETY ITEM - MINOR<br>5. COMBUSTIBLE MATERIAL |   |  | 1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY<br>2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY<br>3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED<br>4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP<br>5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED<br>6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION |   |  | 1. MANDATORY<br>2. ESSENTIAL<br>3. <b>HIGHLY DESIRABLE</b><br>4. DESIRABLE |      |  |
| <b>DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: PORT SIDE (5-250-0-E) MAIN ENGINE ROOM</b>  |   |  |   |   |  |  |      |  |
| BETWEEN WF (264-270) FROM MARGIN PLATE TO STRINGER (13), APPROX 80 SF OF SURFACE RUST AND HEAVY PAINT SEPARATION. U/T READINGS ARE SATISFACTORY, SEE DRAWING.  |   |  |   |   |  |  |      |  |
|  |   |  |   |   |  |  |      |  |
|  |   |  |   |   |  |  |      |  |
| <b>RECOMMENDED REPAIRS:</b>  |   |  |   |   |  |  |      |  |
| RECOMMEND SHIPS FORCE CLEAN ENTIRE AREA TO BARE METAL, PRESERVE AND PAINT TO MATCH APPROX 80 SF  |   |  |   |   |  |  |      |  |
|  |   |  |   |   |  |  |      |  |
|  |   |  |   |   |  |  |      |  |
| SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2186, TPOC: C. BUCK  |   |  |   |   |  |  |      |  |
| CSMP SUMMARY:<br>SURFACE RUST AND PAINT SEPARATION, APPROX 80 SF   |   |  |   |   |  | TEST#<br>MRC 1102/1  |      |  |
| ROOT CAUSE/AMPLIFICATION:<br>H1  |   |  |   |   |  | STEP#<br>1,2,3,4 & 5   |      |  |
| SYSTEM LEVEL IMPACT:   |   |  |   |   |  |  |      |  |
| PART NO.   | NOMENCLATURE  |  |   | QTY   | NSN  |  | COST |  |
| 1  |   |  |   |   |  |  |      |  |
| 2  |   |  |   |   |  |  |      |  |
| 3  |   |  |   |   |  |  |      |  |
| 4  |   |  |   |   |  |  |      |  |
| 5  |   |  |   |   |  |  |      |  |
| 6  |   |  |   |   |  |  |      |  |
| FIRST CONTACT<br><b>McNEIL</b>   |   | RATE<br>HTCS   | SECOND CONTACT<br><b>AMADOR</b>   |   | RATE<br><b>HTC</b>   | PHONE  |      |  |
| ASSESSOR / ACT / TECH ID#<br>J. LaROCK/ T. ILGENFRITZ QED SYSTEMS INC.   |   |  |   | TD  | TL   | LOGISTICIAN  | TSP  |  |

USS TAYLOR (FFG-50)  
MAIN ENGINE ROOM (5-250-0-E)  
PORT SIDE



SALT WATER OVERBOARD DISCHARGE BETWEEN WEB FRAMES (264 -270)  
HEAVY PAINT SEPARATION AND SURFACE RUST, U/T READINGS WERE SATISFACTORY  
SEE DRAWING

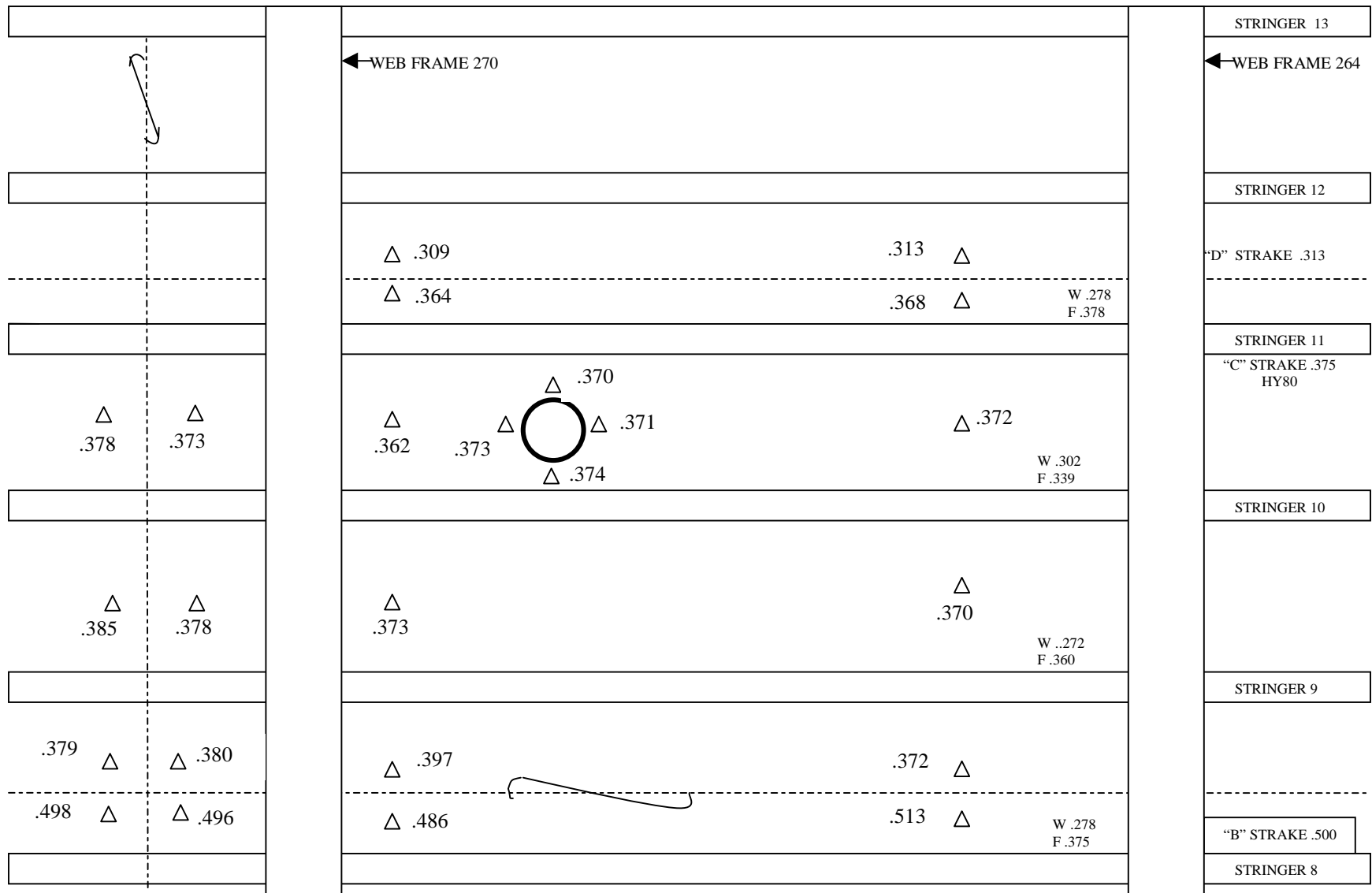


STRINGER (9) TOP VIEW



[illegible]

RED BOX INDICATES WHERE U/T  
READINGS WERE TAKEN  
SEE FOLLOWING PAGE FOR DRAWING



W. STRINGER WEB  
 F. STRINGER FLANGE  
 Δ SHELL PLATE  
 B STRAKE .500 MIN .375  
 C STRAKE .375 MIN .282  
 D STRAKE .313 MIN .236

**USS TAYLOR (FFG-50)**  
**MAIN ENGINE ROOM (5-250-0-E)**  
**PORT SIDE**

J. LaROCK / T. ILGENFRITZ  
 QED SYSTEMS INC  
 11/01/01

# MATERIAL ASSESSMENT FORM

|  |   |   |  |   |  |              |      |  |
|--|---|---|--|---|--|--------------|------|--|
| ITEM NUMBER  |   |   |  | SHIP<br><b>USS TAYLOR (FFG-50)</b>  |  |              |      |  |
| SYSTEM<br>SHELL & SUPPORTING STRUCTURE 110   |   | ESWBS<br>11011  | EIC<br>A100  | APL<br>X-SYSTEMS  |  | RIN<br>N/L   |      |  |
| EQUIPMENT NAME<br>HULL STRUCTURE 1102XY  |   | IDENT/SERIAL<br>N/A   |  | LOCATION<br>5-212-0-E   | WORK CENTER<br>EMO4  | JSN<br>A-173 |      |  |
| EQUIPMENT STATUS   |   | PROBLEM STATUS  |  | CATEGORY  |  |              | EOC  |  |
| 1. SAT - SATISFACTORY<br>2. <b>UNSAT - UNSATISFACTORY</b><br>3. TNA - TEST NOT ATTEMPTED<br>4. TNC - TEST NOT COMPLETED<br>5. NOB - EQUIPMENT NOT ONBOARD  |   | 1. C - CORRECTED<br>2. A - AWAITING PARTS<br>3. T - AWAITING TECH ASSIST*<br>4. <b>S - SHIP'S FORCE</b><br>*UNCORRECTED PROBLEMS  |  | 1. S - PERSONNEL SAFETY<br>2. Z - EQUIPMENT SAFETY<br>3. <b>H - HARDWARE</b><br>4. D - DOWN<br>5. L - LIMITED |  |              | .9   |  |
| TYPE/AVAILABILITY  | WHEN TO BE ACCOMPLISHED   | STATUS  | CAUSE  |   | DEFERRAL REASON  |              |      |  |
| 1. DEPOT<br>2. IMA<br>3. TECH ASSIST<br>4. <b>SHIP'S FORCE</b><br>5. FWL   | 1. IMMEDIATELY<br>2. PRIOR TO NEXT UNDERWAY<br>3. PRIOR TO NEXT DEPLOYMENT<br>4. <b>DURING POST DEPLOYMENT AVAILABILITY</b> | 1. <b>OPERATIONAL</b><br>2. NON-OPERATIONAL<br>3. REDUCED CAPABILITY<br>4. NOT APPLICABLE   | 1. ABNORMAL ENVIRONMENT<br>2. MANUFACTURER/INSTALLATION DEFECTS<br>3. LACK OF KNOWLEDGE<br>4. COMMUNICATION PROBLEMS<br>5. INADEQUATE INSTRUCTION/PROCEDURE<br>6. INADEQUATE DESIGN<br>7. <b>NORMAL WEAR AND TEAR</b><br>8. NOT APPLICABLE |   | 1. <b>S/F BACKLOG/OPERATIONAL PRIORITY</b><br>2. LACK OF MATERIAL<br>3. NO FORMAL TRAINING ON THIS EQUIPMENT<br>4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT<br>5. INADEQUATE SCHOOL PRACTICAL TRAINING<br>6. LACK OF FACILITIES/CAPABILITIES<br>7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT<br>8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST<br>9. LACK OF TECHNICAL DOCUMENTATION<br>10. OTHER OR NOT APPLICABLE |              |      |  |
| MAN HRS EXPENDED<br>2  | MAN HRS REMAINING<br>400  | COMPLETED ACTION TAKEN  |  | S/F MANHOURS  | PRIORITY   |              |      |  |
| SAFETY HAZARD:<br>1. SERIOUS - CORRECT AS SOON AS POSSIBLE<br>2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED<br>3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM<br>4. SAFETY ITEM - MINOR<br>5. COMBUSTIBLE MATERIAL |   | 1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY<br>2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY<br>3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED<br>4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP<br>5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED<br>6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION |  |   | 1. MANDATORY<br>2. ESSENTIAL<br>3. <b>HIGHLY DESIRABLE</b><br>4. DESIRABLE   |              |      |  |
| <b>DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: PORT SIDE, (5-212-0-E) AUX 2</b>  |   |   |  |   |  |              |      |  |
| CORROSION ON SHELL PLATE AND BHD (212), FROM THE ESCAPE TRUNK TO THE U/L GRATING. U/T READINGS WERE SATISFACTORY, SEE DRAWING.   |   |   |  |   |  |              |      |  |
|  |   |   |  |   |  |              |      |  |
|  |   |   |  |   |  |              |      |  |
| <b>RECOMMENDED REPAIRS</b>   |   |   |  |   |  |              |      |  |
| RECOMMEND SHIPS FORCE REMOVE LAGGING ON BHD (212) UP TO THE U/L GRATING,   |   |   |  |   |  |              |      |  |
| APPROXIMATELY 20 SF. CLEAN SHELL PLATE TO BARE METAL FROM WF (220) TO BHD (212), CLEAN AREA EXPOSED BY   |   |   |  |   |  |              |      |  |
| LAGGING REMOVAL ON BHD (212) APPROX 100 SF TOTAL, PRESERVE AND PAINT. RECOMMEND NOT REPLACING LAGGING  |   |   |  |   |  |              |      |  |
|  |   |   |  |   |  |              |      |  |
| SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2186, TPOC: C. BUCK  |   |   |  |   |  |              |      |  |
| <b>CSMP SUMMARY:</b><br>STRIINGERS, SHELL AND BHD HAVE CORROSION.  |   |   |  |   | TEST#<br>MRC 1102/1  |              |      |  |
| ROOT CAUSE/AMPLIFICATION:<br>H1  |   |   |  |   | STEP#<br>1,2,3,4 & 5   |              |      |  |
| SYSTEM LEVEL IMPACT:   |   |   |  |   |  |              |      |  |
| PART NO.   | NOMENCLATURE  |   |  | QTY   | NSN  |              | COST |  |
| 1  |   |   |  |   |  |              |      |  |
| 2  |   |   |  |   |  |              |      |  |
| 3  |   |   |  |   |  |              |      |  |
| 4  |   |   |  |   |  |              |      |  |
| 5  |   |   |  |   |  |              |      |  |
| 6  |   |   |  |   |  |              |      |  |
| FIRST CONTACT<br><b>McNEIL</b>   |   | RATE<br>HTCS  | SECOND CONTACT<br><b>AMADOR</b>  |   | RATE<br><b>HTC</b>   | PHONE        |      |  |
| ASSESSOR / ACT / TECH ID#<br>J. LaROCK/ T. ILGENFRITZ QED SYSTEMS INC.   |   |   |  | TD  | TL   | LOGISTICIAN  | TSP  |  |



**USS TAYLOR (FFG-50)**  
**AUXILIARY MACHINERY ROOM 2 (5-212-0-E)**  
**PORT SIDE**



PORT SIDE, CORROSION ON SHELL AT BHD (212)



CORROSION ON BHD (212) WHERE IT MEETS SHELL PLATE U/T READINGS WERE SATISFACTORY. REMOVAL OF INSULATION IS RECOMMENDED.

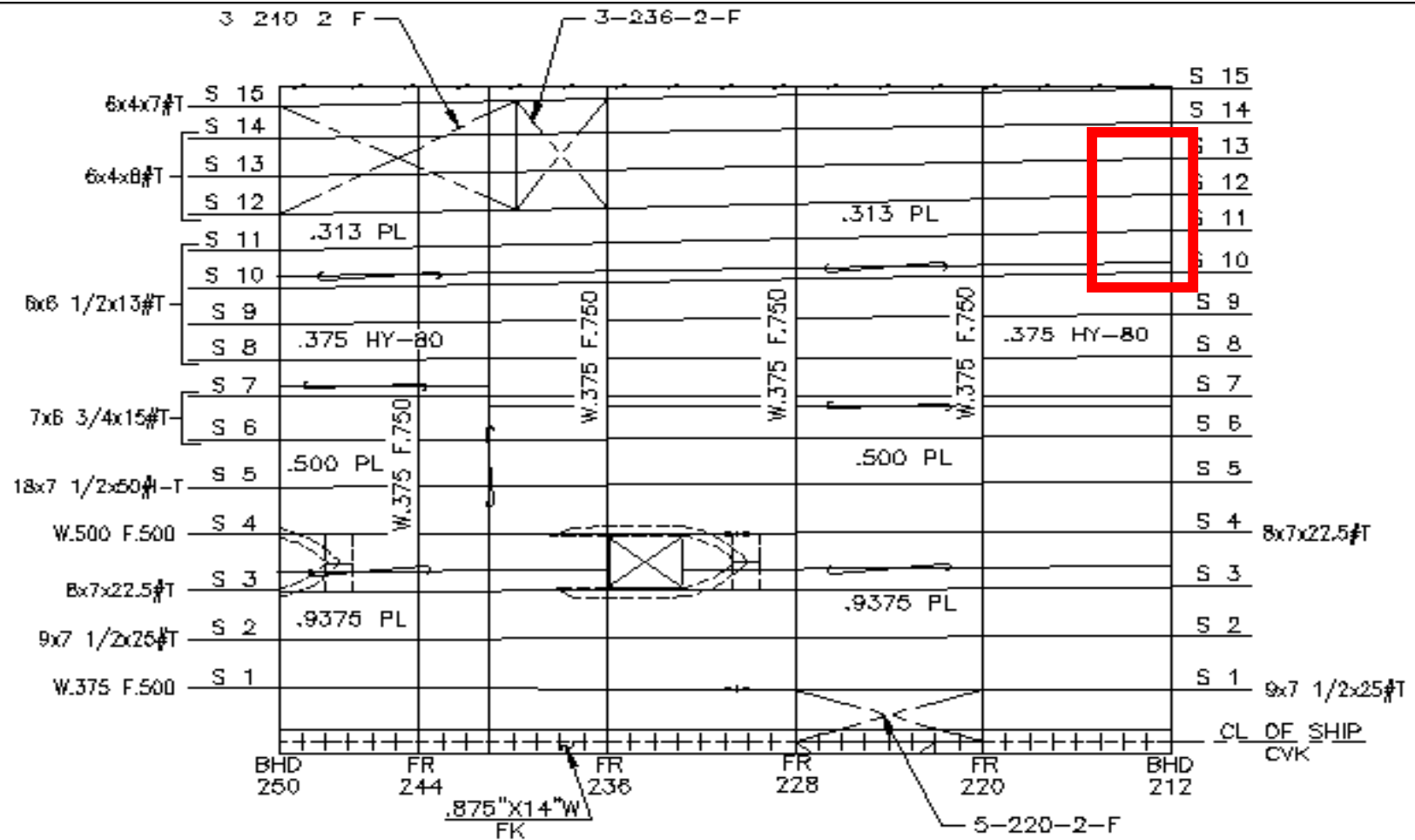
USS TAYLOR (FFG-50)  
AUXILIARY MACHINERY ROOM 2 (5-212-0-E)  
PORT SIDE



CORROSION CAUSED BY TRAPPED WATER UNDER THE HPAC.



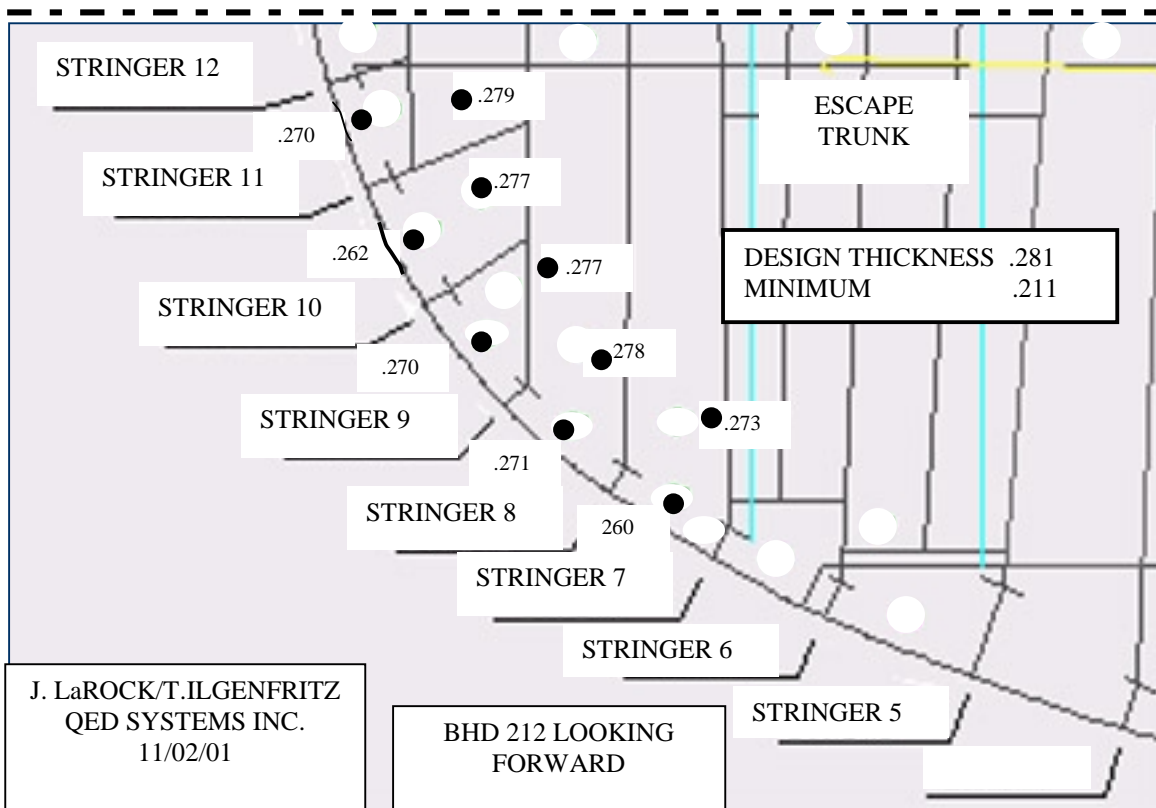
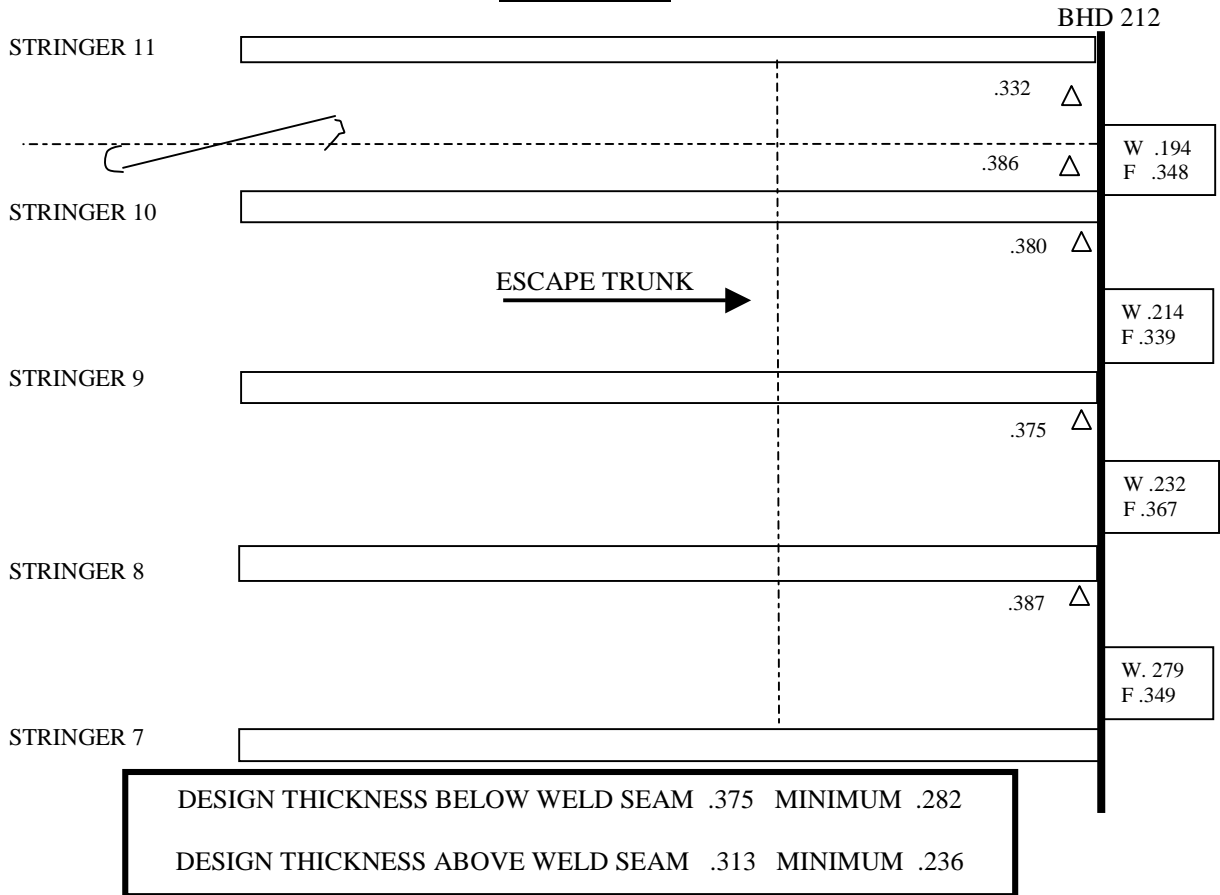
STRINGER (7), LOOKING INBOARD NEAR BOTTOM OF ESCAPE TRUNK



USS TAYLOR (FFG-50)  
AUXILIARY MACHINERY ROOM 2 (5-212-0-E)

RED BOX INDICATES AREA WHERE U/T  
READINGS WERE TAKEN.  
REFER TO FOLLOWING PAGE FOR DRAWING.

**USS TAYLOR (FFG-50)**  
**AUXILIARY MACHINERY ROOM 2 (5-212-0-E)**  
**PORT SIDE**

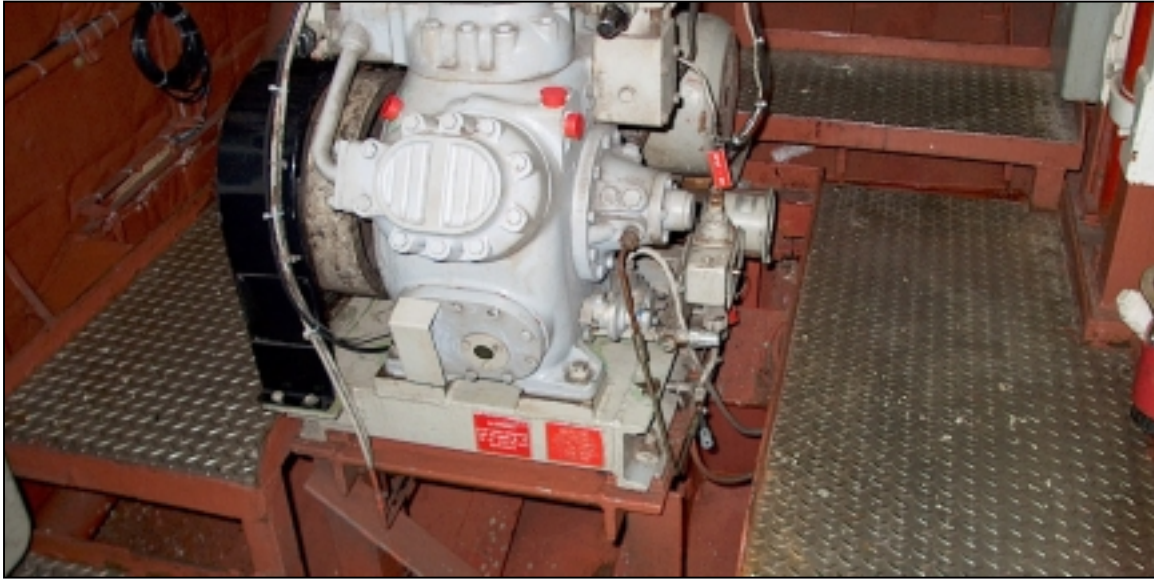


# MATERIAL ASSESSMENT FORM

|   |  |  |  |   |  |  |  |  |  |
|---|--|--|--|---|--|--|--|--|--|
| ITEM NUMBER   |  |  |  | SHIP<br><b>USS TAYLOR (FFG-50)</b>  |  |  |  |  |  |
| SYSTEM<br>SHELL & SUPPORTING STRUCTURE 110  |  | ESWS<br>11011  |  | EIC<br>A100   |  | APL<br>X-SYSTEMS   |  | RIN<br>N/L   |  |
| EQUIPMENT NAME<br>HULL STRUCTURE 1102XY   |  | IDENT/SERIAL<br>N/A  |  | LOCATION<br>5-180-0-E   |  | WORK CENTER<br>EMO4  |  | JSN<br>A-174   |  |
| EQUIPMENT STATUS  |  | PROBLEM STATUS   |  | CATEGORY  |  |  |  | EOC  |  |
| 1. SAT - SATISFACTORY<br><b>2. UNSAT - UNSATISFACTORY</b><br>3. TNA - TEST NOT ATTEMPTED<br>4. TNC - TEST NOT COMPLETED<br>5. NOB - EQUIPMENT NOT ONBOARD   |  | 1. C - CORRECTED<br>2. A - AWAITING PARTS<br><b>3. T - AWAITING TECH ASSIST*</b><br>4. S - SHIP'S FORCE<br>*UNCORRECTED PROBLEMS   |  | 1. S - PERSONNEL SAFETY<br>2. Z - EQUIPMENT SAFETY<br><b>3. H - HARDWARE</b><br>4. D - DOWN<br>5. L - LIMITED   |  |  |  | .9   |  |
| TYPE/AVAILABILITY   |  | WHEN TO BE ACCOMPLISHED  |  | STATUS  |  | CAUSE  |  | DEFERRAL REASON  |  |
| 1. <b>DEPOT</b><br>2. IMA<br>3. TECH ASSIST<br>4. SHIP'S FORCE<br>5. SFWL   |  | 1. IMMEDIATELY<br>2. PRIOR TO NEXT UNDERWAY<br><b>3. PRIOR TO NEXT DEPLOYMENT</b><br><b>4. DURING POST DEPLOYMENT AVAILABILITY</b> |  | 1. <b>OPERATIONAL</b><br>2. NON-OPERATIONAL<br>3. REDUCED CAPABILITY<br>4. NOT APPLICABLE   |  | 1. ABNORMAL ENVIRONMENT<br>2. MANUFACTURER/INSTALLATION DEFECTS<br>3. LACK OF KNOWLEDGE<br>4. COMMUNICATION PROBLEMS<br>5. INADEQUATE INSTRUCTION/PROCEDURE<br>6. INADEQUATE DESIGN<br><b>7. NORMAL WEAR AND TEAR</b><br>8. NOT APPLICABLE |  | 1. S/F BACKLOG/OPERATIONAL PRIORITY<br>2. LACK OF MATERIAL<br>3. NO FORMAL TRAINING ON THIS EQUIPMENT<br>4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT<br>5. INADEQUATE SCHOOL PRACTICAL TRAINING<br><b>6. LACK OF FACILITIES/CAPABILITIES</b><br>7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT<br>8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST<br>9. LACK OF TECHNICAL DOCUMENTATION<br>10. OTHER OR NOT APPLICABLE |  |
| MAN HRS EXPENDED<br>2   |  | MAN HRS REMAINING<br>2500  |  | COMPLETED ACTION TAKEN  |  | S/F MANHOURS   |  | PRIORITY   |  |
| SAFETY HAZARD:<br>1. SERIOUS - CORRECT AS SOON AS POSSIBLE<br>2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED<br>3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM<br>4. SAFETY ITEM - MINOR<br>5. COMBUSTIBLE MATERIAL                                      |  |  |  | 1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY<br>2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY<br>3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED<br>4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP<br>5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED<br>6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION |  |  |  | 1. MANDATORY<br>2. ESSENTIAL<br><b>3. HIGHLY DESIRABLE</b><br>4. DESIRABLE   |  |
| <b>DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: PORT SIDE, (5-180-0-E) AUX 1</b>   |  |  |  |   |  |  |  |  |  |
| AREAS OF CORROSION WERE FOUND UNDER REEFER COMPRESSOR NO. 2, UNDER HALON BOTTLE STATION AND INBOARD OF BALLAST BLOCKS AFT OF WF (196). MINOR CORROSION WAS FOUND ON SHELL PLATE WHERE IT MEETS WF (214)   |  |  |  |   |  |  |  |  |  |
|   |  |  |  |   |  |  |  |  |  |
|   |  |  |  |   |  |  |  |  |  |
| <b>RECOMMENDED REPAIRS: DUE TO NUMEROUS INTERFERENCES, (BALLAST BLOCKS, PIPING, ETC) RECOMMEND REPAIR ACTIVITY REMOVE BALLAST BLOCKS AND OTHER INTERFERENCES. CLEAN APPROXIMATELY 200 SF OF AREA TO BARE METAL, PRESERVE AND PAINT REPLACE INTERFERENCES.</b> |  |  |  |   |  |  |  |  |  |
|   |  |  |  |   |  |  |  |  |  |
| SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2130, TPOC: C. BUCK   |  |  |  |   |  |  |  |  |  |
| CSMP SUMMARY:<br>CORROSION IN BILGE, PORT SIDE.   |  |  |  |   |  | TEST#<br>MRC 1102/1  |  |  |  |
| ROOT CAUSE/AMPLIFICATION:<br>H1   |  |  |  |   |  | STEP#<br>1,2,3,4 & 5   |  |  |  |
| SYSTEM LEVEL IMPACT:  |  |  |  |   |  |  |  |  |  |
| PART NO.  |  | NOMENCLATURE   |  | QTY   |  | NSN  |  | COST   |  |
| 1   |  |  |  |   |  |  |  |  |  |
| 2   |  |  |  |   |  |  |  |  |  |
| 3   |  |  |  |   |  |  |  |  |  |
| 4   |  |  |  |   |  |  |  |  |  |
| 5   |  |  |  |   |  |  |  |  |  |
| 6   |  |  |  |   |  |  |  |  |  |
| FIRST CONTACT<br>McNEIL   |  | RATE<br>HTCS   |  | SECOND CONTACT<br>AMADOR  |  | RATE<br>HTC  |  | PHONE  |  |
| ASSESSOR / ACT / TECH ID#<br>J. LaROCK/ T. ILGENFRITZ   |  |  |  | QED SYSTEMS INC.  |  | TD   |  | LOGISTICIAN  |  |
|   |  |  |  |   |  |  |  | TSP  |  |



**USS TAYLOR (FFG-50)**  
**AUXILIARY MACHINERY ROOM 1 (5-180-0-E)**



REEFER COMPRESSOR NO.2. CORROSION WAS FOUND WHERE FOUNDATION MEETS SHELL PLATE.



FOUNDATION FOR REEFER COMPRESSOR

**USS TAYLOR (FFG-50)**  
**AUXILIARY MACHINERY ROOM 1 (5-180-0-E)**



CORROSION INBOARD OF BALLAST BLOCKS AFT OF WF (196).





**USS TAYLOR (FFG-50)**  
**AUXILIARY MACHINERY ROOM 1 (5-180-0-E)**



HALON BOTTLE STATION, PORT SIDE UNDER LADDER. NUMEROUS INTERFERENCES  
BELOW DECK GRATING PREVENT SHIPS FORCE FROM ADEQUATELY STEMMING  
CORROSION.



CORROSION ON SHELL UNDER HALON BOTTLES



# MATERIAL ASSESSMENT FORM

|  |  |  |                                 |   |                     |  |          |  |
|--|--|--|---------------------------------|---|---------------------|--|----------|--|
| ITEM NUMBER  |  |  |                                 | SHIP<br><b>USS TAYLOR (FFG-50)</b>  |                     |  |          |  |
| SYSTEM<br>SHELL & SUPPORTING STRUCTURE 110   |  | ESWS<br>11011  | EIC<br>A100                     | APL<br>X-SYSTEMS  |                     | RIN<br>N/L   |          |  |
| EQUIPMENT NAME<br>HULL STRUCTURE 1102XY  |  | IDENT/SERIAL<br>N/A  |                                 | LOCATION<br>5-51-0-Q  | WORK CENTER<br>EMO4 | JSN<br>A-182   |          |  |
| EQUIPMENT STATUS   |  | PROBLEM STATUS   |                                 | CATEGORY  |                     |  | EOC      |  |
| 1. SAT - SATISFACTORY<br>2. <b>UNSAT - UNSATISFACTORY</b><br>3. TNA - TEST NOT ATTEMPTED<br>4. TNC - TEST NOT COMPLETED<br>5. NOB - EQUIPMENT NOT ONBOARD  |  | 1. C - CORRECTED<br>2. A - AWAITING PARTS<br>3. <b>T - AWAITING TECH ASSIST*</b><br>4. S - SHIP'S FORCE<br>*UNCORRECTED PROBLEMS |                                 | 1. S - PERSONNEL SAFETY<br>2. Z - EQUIPMENT SAFETY<br>3. <b>H - HARDWARE</b><br>4. D - DOWN<br>5. L - LIMITED   |                     |  | .9       |  |
| TYPE/AVAILABILITY  | WHEN TO BE ACCOMPLISHED  | STATUS   |                                 | CAUSE   |                     | DEFERRAL REASON  |          |  |
| 1. <b>DEPOT</b><br>2. IMA<br>3. TECH ASSIST<br>4. SHIP'S FORCE<br>5. SFWL  | 1. IMMEDIATELY<br>2. PRIOR TO NEXT UNDERWAY<br>3. <b>PIROR TO NEXT DEPLOYMENT</b><br>4. <b>DURING POST DEPLOYMENT AVAILABILITY</b> | 1. <b>OPERATIONAL</b><br>2. NON-OPERATIONAL<br>3. REDUCED CAPABILITY<br>4. NOT APPLICABLE  |                                 | 1. ABNORMAL ENVIRONMENT<br>2. MANUFACTURER/INSTALLATION DEFECTS<br>3. LACK OF KNOWLEDGE<br>4. COMMUNICATION PROBLEMS<br>5. INADEQUATE INSTRUCTION/PROCEDURE<br>6. INADEQUATE DESIGN<br>7. <b>NORMAL WEAR AND TEAR</b><br>8. NOT APPLICABLE  |                     | 1. S/F BACKLOG/OPERATIONAL PRIORITY<br>2. LACK OF MATERIAL<br>3. NO FORMAL TRAINING ON THIS EQUIPMENT<br>4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT<br>5. INADEQUATE SCHOOL PRACTICAL TRAINING<br>6. <b>LACK OF FACILITIES/CAPABILITIES</b><br>7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT<br>8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST<br>9. LACK OF TECHNICAL DOCUMENTATION<br>10. OTHER OR NOT APPLICABLE |          |  |
| MAN HRS EXPENDED<br>2  |  | MAN HRS REMAINING<br>1000  |                                 | COMPLETED ACTION TAKEN  |                     | S/F MANHOURS   | PRIORITY |  |
| SAFETY HAZARD:<br>1. SERIOUS - CORRECT AS SOON AS POSSIBLE<br>2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED<br>3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM<br>4. SAFETY ITEM - MINOR<br>5. COMBUSTIBLE MATERIAL   |  |  |                                 | 1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY<br>2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY<br>3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED<br>4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP<br>5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED<br>6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION |                     | 1. MANDATORY<br>2. ESSENTIAL<br>3. <b>HIGHLY DESIRABLE</b><br>4. DESIRABLE   |          |  |
| <b>DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: FORWARD EDUCTOR ROOM (5-51-0-Q)</b>   |  |  |                                 |   |                     |  |          |  |
| FLANGE ON STRINGER (1) AT BHD (56) IS CORRODED. VERTICAL STIFFNERS FROM KEEL TO FIRST STRINGER ARE SEVERELY DETERIORATED. APPROXIMATELY 8 LF OF VERTICAL STIFFNER. ENTIRE BILGE AREA PORT AND STBD HAS LIGHT CORROSION.  |  |  |                                 |   |                     |  |          |  |
| SEE DRAWING FOR U/T READINGS.  |  |  |                                 |   |                     |  |          |  |
| <b>RECOMMENDED REPAIRS: RECOMMEND REPAIR ACTIVITY, CUT OUT AND REPLACE APPROXIMATELY 8 LF OF (2 X 3) VERTICAL STIFFNER, REMOVE APPROXIMATELY 1 LF OF FLANGE ON STRINGER (1), REPLACE WITH (4" X .250) FLAT BAR. CLEAN ENTIRE BILGE AREA APPROXIMATELY 80 SF TO BARE METAL, PRIME AND PAINT. WORK MUST BE ACCOMPLISHED DURING DRYDOCK AVAILABILITY.</b> |  |  |                                 |   |                     |  |          |  |
| SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2130, TPOC: C. BUCK  |  |  |                                 |   |                     |  |          |  |
| CSMP SUMMARY:<br>CORRODED VERTICAL STIFFNERS / CORRODED FLANGE   |  |  |                                 |   |                     | TEST#<br>MRC 1102/1  |          |  |
| ROOT CAUSE/AMPLIFICATION:<br>H1  |  |  |                                 |   |                     | STEP#<br>1,2,3,4 & 5   |          |  |
| SYSTEM LEVEL IMPACT:   |  |  |                                 |   |                     |  |          |  |
| PART NO.   |  | NOMEMCLATURE   |                                 | QTY   | NSN                 | COST   |          |  |
| 1  |  |  |                                 |   |                     |  |          |  |
| 2  |  |  |                                 |   |                     |  |          |  |
| 3  |  |  |                                 |   |                     |  |          |  |
| 4  |  |  |                                 |   |                     |  |          |  |
| 5  |  |  |                                 |   |                     |  |          |  |
| 6  |  |  |                                 |   |                     |  |          |  |
| FIRST CONTACT<br><b>McNEIL</b>   |  | RATE<br><b>HTCS</b>  | SECOND CONTACT<br><b>AMADOR</b> |   | RATE<br><b>HTC</b>  | PHONE  |          |  |
| ASSESSOR / ACT / TECH ID#<br>J. LaROCK/ T. ILGENFRITZ  |  |  |                                 | TD  | TL                  | LOGISTICIAN  | TSP      |  |

**USS TAYLOR (FFG-50)**  
**FORWARD EDUCTOR ROOM (5-51-0-Q)**



STBD BILGE POCKET, CORRODED VERTICAL STIFFNERS, HOLE IN STRINGER FLANGE.

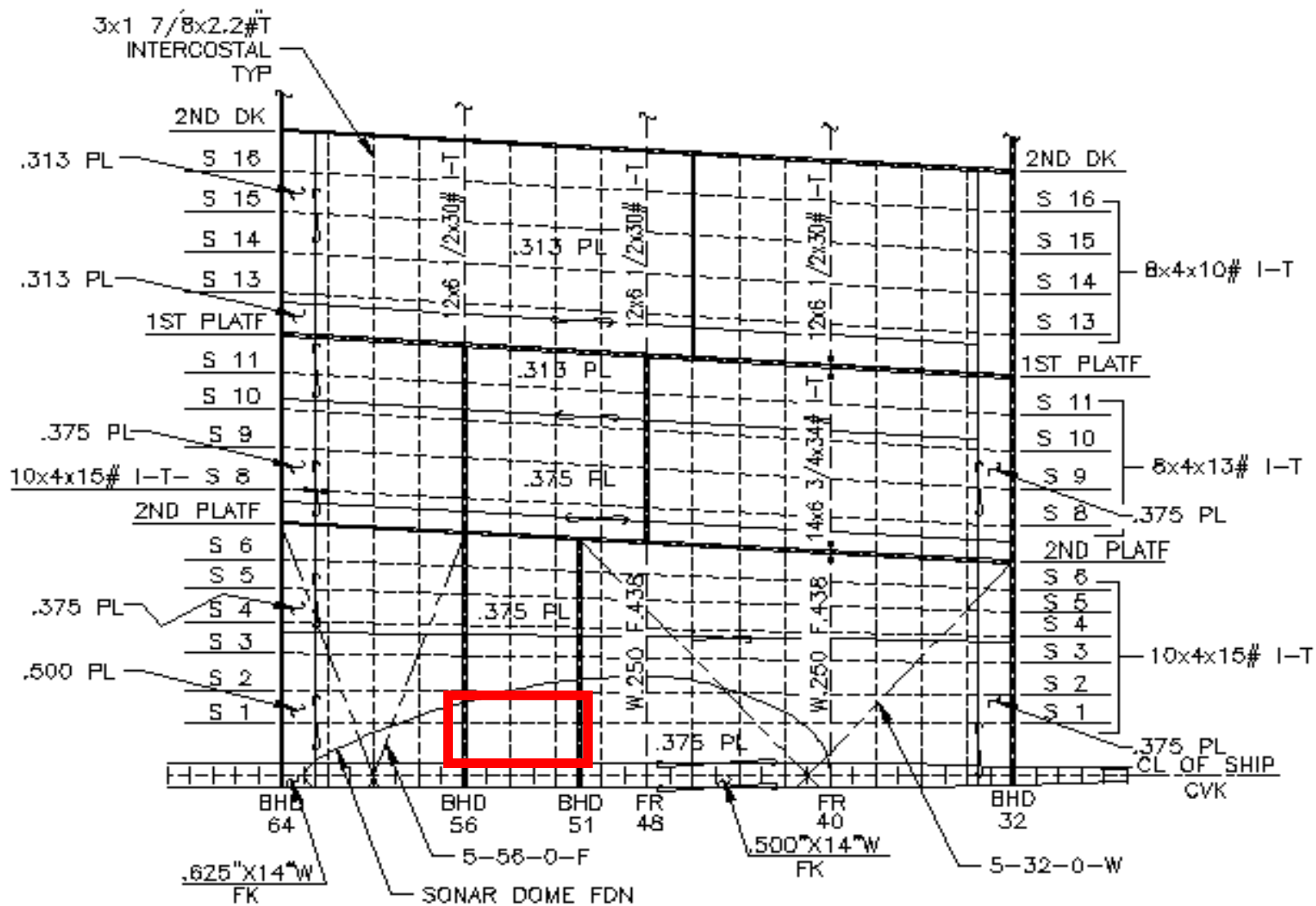


HOLE IN FLANGE OF STRINGER (1) AT BHD (56)  
SEE DRAWING FOR U/T READINGS

**USS TAYLOR (FFG-50)**  
**FORWARD EDUCTOR ROOM (5-51-0-Q)**



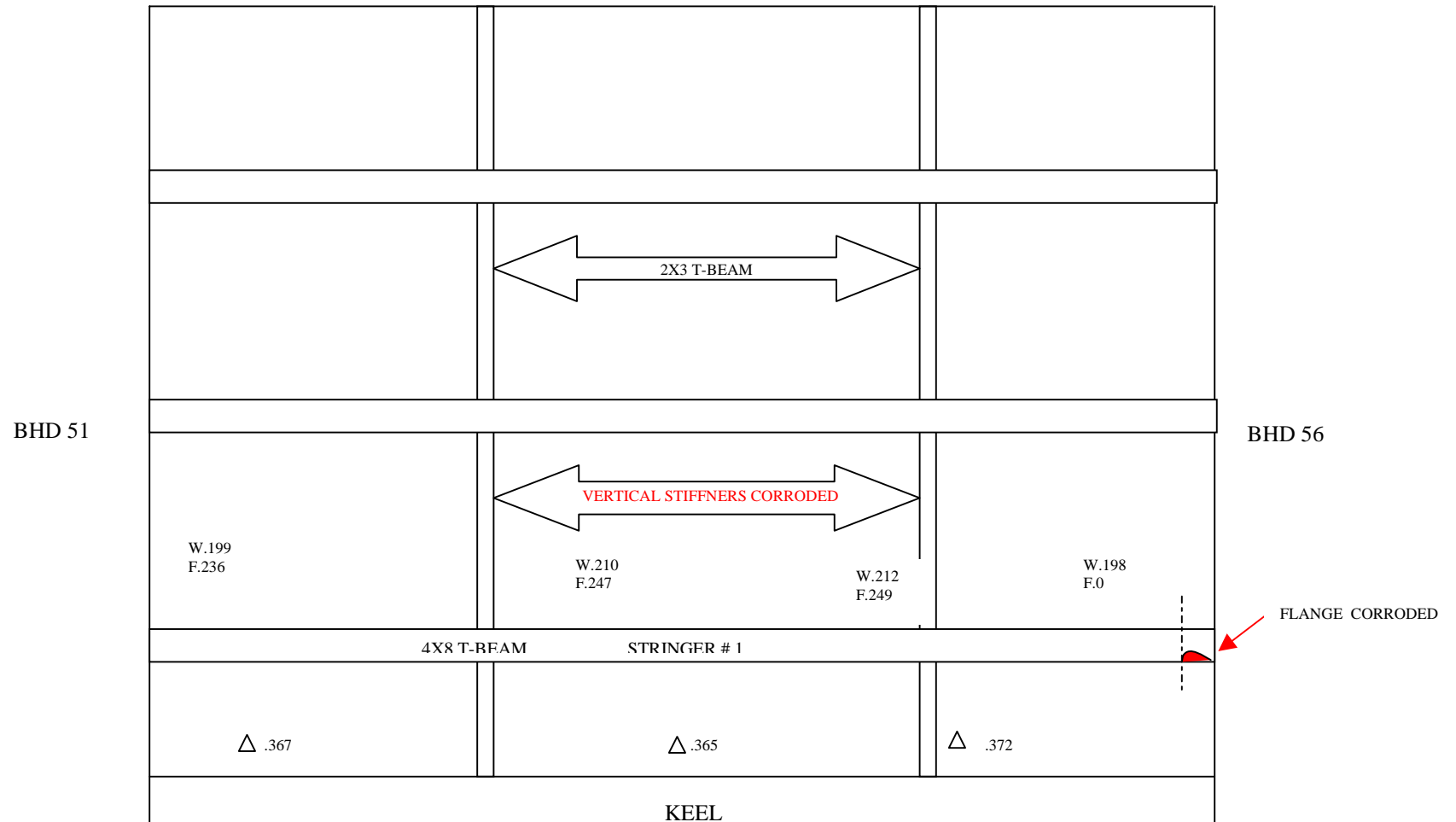
CORRODED (2 X 3) VERTICAL STIFFNER.



USS TAYLOR (FFG-50)  
EDUCTOR ROOM (5-51-0-Q)

RED BOX INDICATES AREA WHERE U/T  
READINGS WERE TAKEN  
SEE FOLLOWING PAGE FOR DRAWING

**USS TAYLOR (FFG-50)**  
**FORWARD EDUCTOR ROOM (5-51-0-Q)**  
**STBD SIDE**



J.LAROCK / T.ILGENFRITZ  
 QED SYSTEMS INC.  
 11/03/01

# MATERIAL ASSESSMENT FORM

|  |   |   |  |   |  |  |      |  |
|--|---|---|--|---|--|--|------|--|
| ITEM NUMBER  |   |   |  | SHIP<br><b>USS TAYLOR (FFG-50)</b>  |  |  |      |  |
| SYSTEM<br>SHELL & SUPPORTING STRUCTURE 110   |   | ESWBS<br>11011  | EIC<br>A100  | APL<br>X-SYSTEMS  |  | RIN<br>N/L   |      |  |
| EQUIPMENT NAME<br>HULL STRUCTURE 1102XY  |   | IDENT/SERIAL<br>N/A   |  | LOCATION<br>4-172-1-E   | WORK CENTER<br>EMO4  | JSN<br>A-186   |      |  |
| EQUIPMENT STATUS   |   | PROBLEM STATUS  |  | CATEGORY  |  |  | EOC  |  |
| 1. SAT - SATISFACTORY<br>2. <b>UNSAT - UNSATISFACTORY</b><br>3. TNA - TEST NOT ATTEMPTED<br>4. TNC - TEST NOT COMPLETED<br>5. NOB - EQUIPMENT NOT ONBOARD  |   | 1. C - CORRECTED<br>2. A - AWAITING PARTS<br>3. T - AWAITING TECH ASSIST*<br>4. <b>S - SHIP'S FORCE</b><br>*UNCORRECTED PROBLEMS  |  | 1. S - PERSONNEL SAFETY<br>2. Z - EQUIPMENT SAFETY<br>3. <b>H - HARDWARE</b><br>4. D - DOWN<br>5. L - LIMITED |  |  | .9   |  |
| TYPE/AVAILABILITY  | WHEN TO BE ACCOMPLISHED   | STATUS  | CAUSE  |   | DEFERRAL REASON  |  |      |  |
| 1. DEPOT<br>2. IMA<br>3. TECH ASSIST<br>4. <b>SHIP'S FORCE</b><br>5. FWL   | 1. IMMEDIATELY<br>2. PRIOR TO NEXT UNDERWAY<br>3. PRIOR TO NEXT DEPLOYMENT<br>4. <b>DURING POST DEPLOYMENT AVAILABILITY</b> | 1. <b>OPERATIONAL</b><br>2. NON-OPERATIONAL<br>3. REDUCED CAPABILITY<br>4. NOT APPLICABLE   | 1. ABNORMAL ENVIRONMENT<br>2. MANUFACTURER/INSTALLATION DEFECTS<br>3. LACK OF KNOWLEDGE<br>4. COMMUNICATION PROBLEMS<br>5. INADEQUATE INSTRUCTION/PROCEDURE<br>6. INADEQUATE DESIGN<br>7. <b>NORMAL WEAR AND TEAR</b><br>8. NOT APPLICABLE |   | 1. <b>S/F BACKLOG/OPERATIONAL PRIORITY</b><br>2. LACK OF MATERIAL<br>3. NO FORMAL TRAINING ON THIS EQUIPMENT<br>4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT<br>5. INADEQUATE SCHOOL PRACTICAL TRAINING<br>6. LACK OF FACILITIES/CAPABILITIES<br>7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT<br>8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST<br>9. LACK OF TECHNICAL DOCUMENTATION<br>10. OTHER OR NOT APPLICABLE |  |      |  |
| MAN HRS EXPENDED<br>2  | MAN HRS REMAINING<br>100  | COMPLETED ACTION TAKEN  |  |   | S/F MANHOURS   | PRIORITY   |      |  |
| SAFETY HAZARD:<br>1. SERIOUS - CORRECT AS SOON AS POSSIBLE<br>2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED<br>3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM<br>4. SAFETY ITEM - MINOR<br>5. COMBUSTIBLE MATERIAL |   | 1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY<br>2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY<br>3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED<br>4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP<br>5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED<br>6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION |  |   |  | 1. MANDATORY<br>2. ESSENTIAL<br>3. <b>HIGHLY DESIRABLE</b><br>4. DESIRABLE |      |  |
| <b>DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: BILGE POCKET AREA (4-172-1-E) FIRE PUMP ROOM</b>  |   |   |  |   |  |  |      |  |
| BHD (172-180) BILGE POCKET HAS SURFACE RUST AND PAINT SEPARATION. APPROXIMATELY 35 SF, U/T READINGS ARE SATISFACTORY. SEE DRAWING  |   |   |  |   |  |  |      |  |
|  |   |   |  |   |  |  |      |  |
| <b>RECOMMENDED REPAIRS</b>   |   |   |  |   |  |  |      |  |
| RECOMMEND SHIPS FORCE CLEAN ENTIRE BILGE POCKET TO BARE METAL, PRESERVE AND PAINT APPROXIMATELY 35 SF.   |   |   |  |   |  |  |      |  |
|  |   |   |  |   |  |  |      |  |
|  |   |   |  |   |  |  |      |  |
| SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2186, TPOC: C. BUCK  |   |   |  |   |  |  |      |  |
| <b>CSMP SUMMARY: BILGE POCKET FROM BHD (172-180) HAS SURFACE RUST AND PAINT SEPARATION</b>   |   |   |  |   | TEST#<br>MRC 1102/1  |  |      |  |
| ROOT CAUSE/AMPLIFICATION:<br>H1  |   |   |  |   | STEP#<br>1,2,3,4 & 5   |  |      |  |
| SYSTEM LEVEL IMPACT:   |   |   |  |   |  |  |      |  |
| PART NO.   | NOMENCLATURE  |   |  | QTY   | NSN  |  | COST |  |
| 1  |   |   |  |   |  |  |      |  |
| 2  |   |   |  |   |  |  |      |  |
| 3  |   |   |  |   |  |  |      |  |
| 4  |   |   |  |   |  |  |      |  |
| 5  |   |   |  |   |  |  |      |  |
| 6  |   |   |  |   |  |  |      |  |
| FIRST CONTACT<br><b>McNEIL</b>   | RATE<br>HTCS  | SECOND CONTACT<br><b>AMADOR</b>   |  | RATE<br><b>HTC</b>  | PHONE  |  |      |  |
| ASSESSOR / ACT / TECH ID#<br><b>J. LaROCK/ T. ILGENFRITZ QED SYSTEMS INC.</b>  |   |   |  | TD  | TL   | LOGISTICIAN  | TSP  |  |



**USS TAYLOR (FFG-50)**  
**FIRE PUMP ROOM (4-172-1-E)**  
**BILGE AREA**

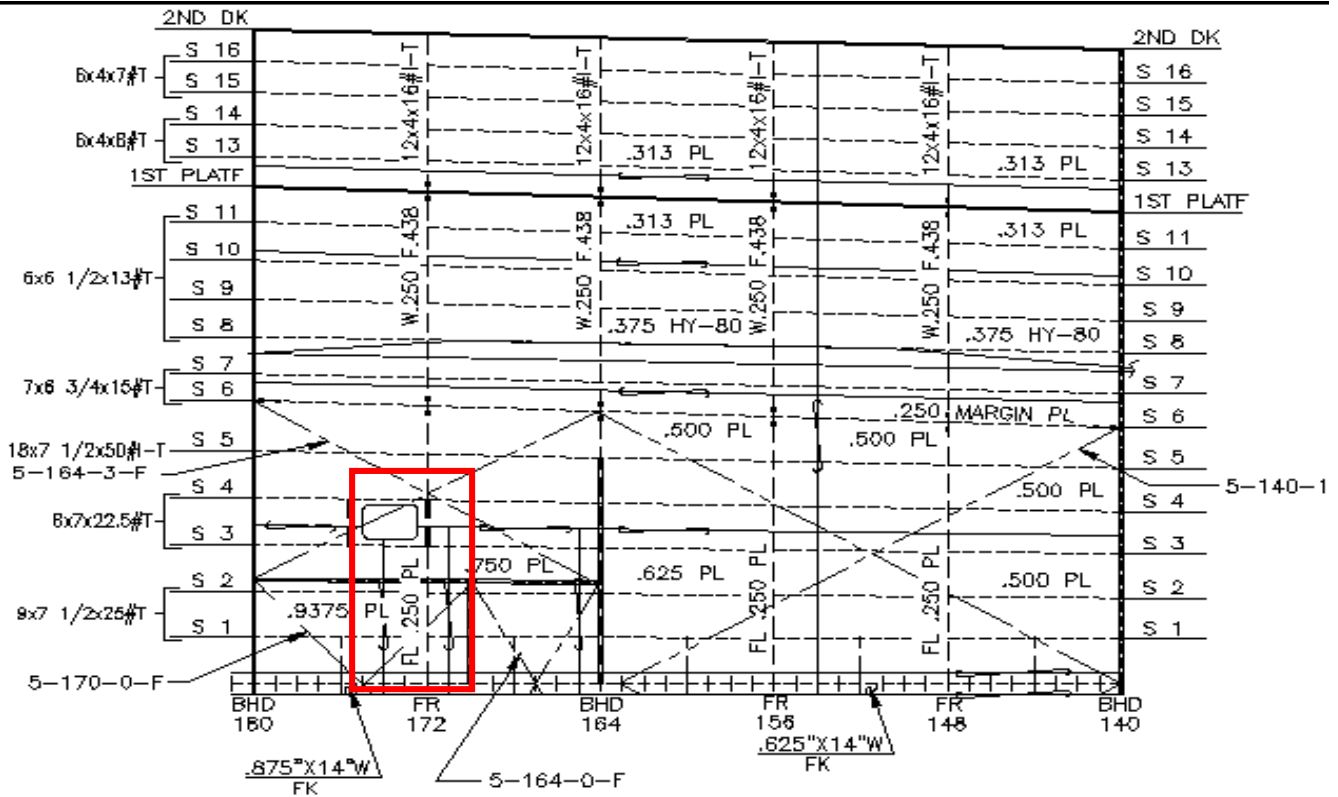


BILGE POCKET AT BHD (172), U/T READINGS WERE SATISFACTORY  
SEE DRAWING



BILGE POCKET AT BHD (180)

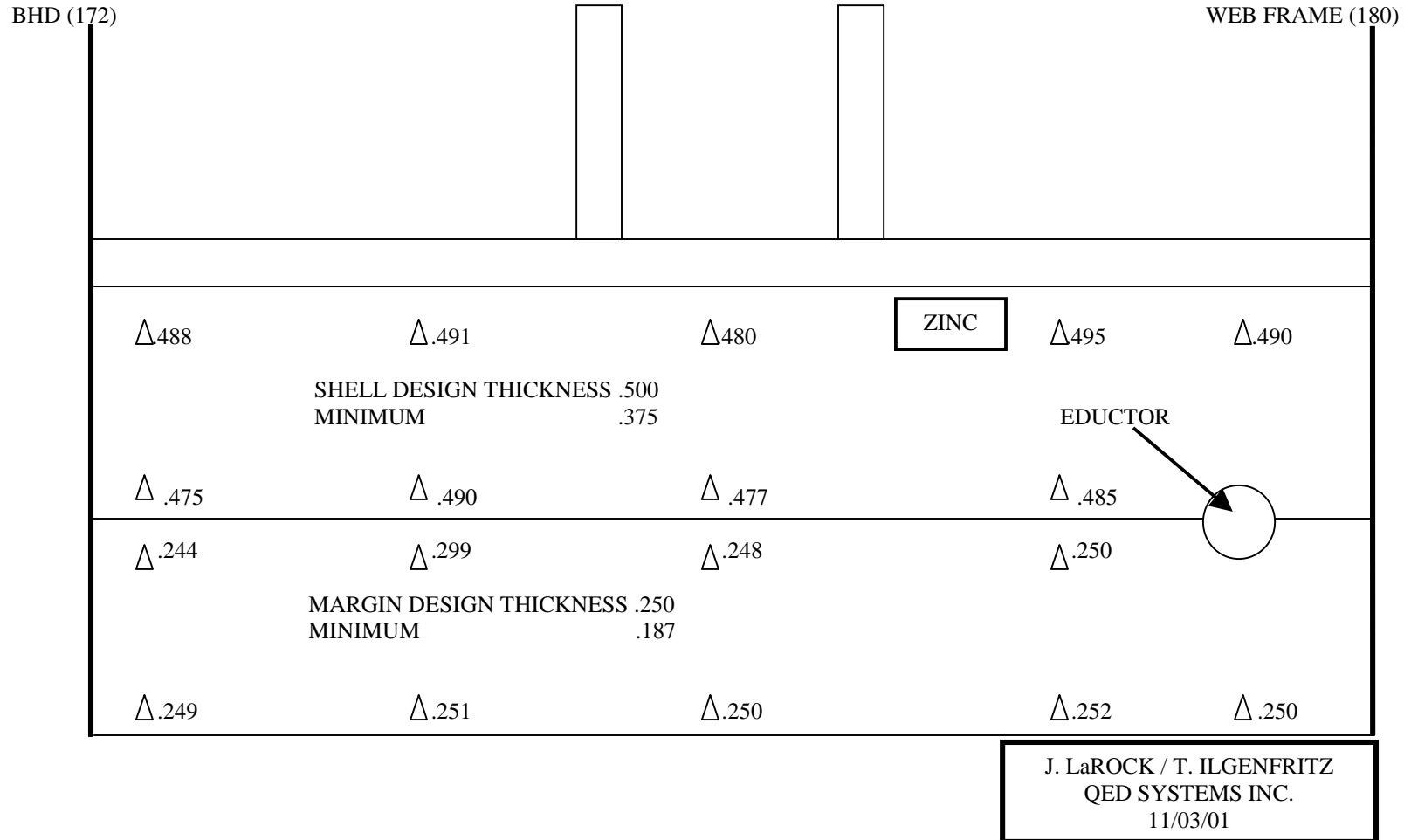
**USS TAYLOR (FFG-50)**  
**FIRE PUMP ROOM (4-172-1-E)**



FIRE PUMP ROOM (4-172-1-E)  
 RED BOX INDICATES AREA. SEE  
 DRAWING ON FOLLOWING PAGE



**USS TAYLOR (FFG-50)**  
**FIRE PUMP ROOM (4-172-1-E)**  
**BILGE AREA**



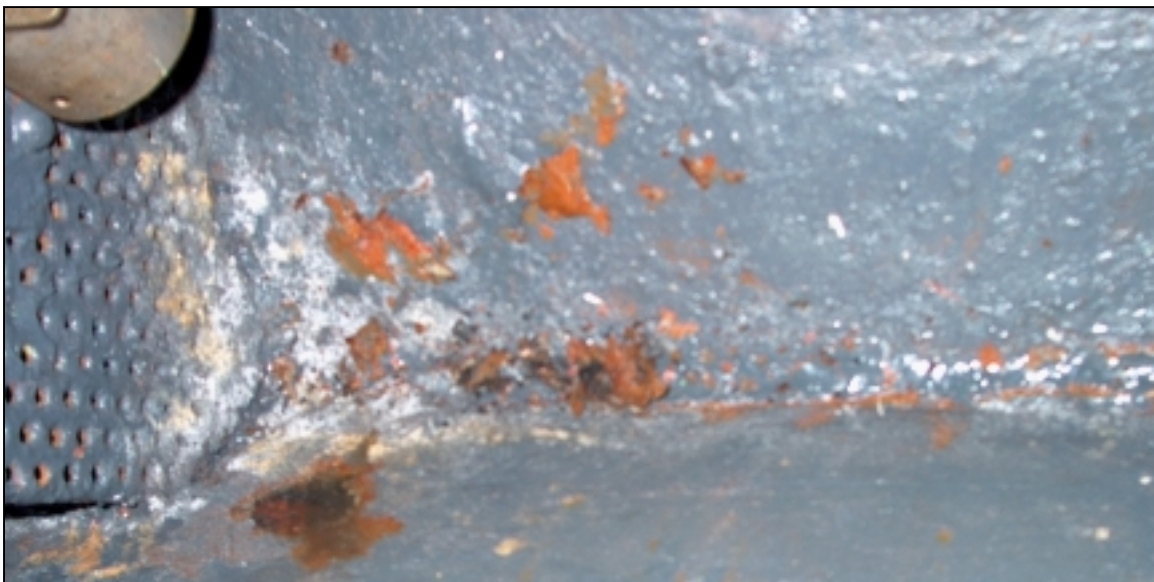
# MATERIAL ASSESSMENT FORM

|  |   |  |   |   |  |  |      |  |
|--|---|--|---|---|--|--|------|--|
| ITEM NUMBER  |   |  |   | SHIP<br><b>USS TAYLOR (FFG-50)</b>  |  |  |      |  |
| SYSTEM<br>SHELL & SUPPORTING STRUCTURE 110   |   | ESWS<br>11011  | EIC<br>A100   | APL<br>X-SYSTEMS  |  | RIN<br>N/L   |      |  |
| EQUIPMENT NAME<br>HULL STRUCTURE 1102XY  |   | IDENT/SERIAL<br>N/A  |   | LOCATION<br>4-160-0-Q   | WORK CENTER<br>EMO4  | JSN<br>A-187   |      |  |
| EQUIPMENT STATUS   |   | PROBLEM STATUS   |   | CATEGORY  |  |  | EOC  |  |
| 1. SAT - SATISFACTORY<br>2. <b>UNSAT - UNSATISFACTORY</b><br>3. TNA - TEST NOT ATTEMPTED<br>4. TNC - TEST NOT COMPLETED<br>5. NOB - EQUIPMENT NOT ONBOARD  |   | 1. C - CORRECTED<br>2. A - AWAITING PARTS<br>3. T - AWAITING TECH ASSIST*<br>4. <b>S - SHIP'S FORCE</b><br>*UNCORRECTED PROBLEMS |   | 1. S - PERSONNEL SAFETY<br>2. Z - EQUIPMENT SAFETY<br>3. <b>H - HARDWARE</b><br>4. D - DOWN<br>5. L - LIMITED |  |  | .9   |  |
| TYPE/AVAILABILITY  | WHEN TO BE ACCOMPLISHED   | STATUS   | CAUSE   |   | DEFERRAL REASON  |  |      |  |
| 1. DEPOT<br>2. IMA<br>3. TECH ASSIST<br>4. <b>SHIP'S FORCE</b><br>5. FWL   | 1. IMMEDIATELY<br>2. PRIOR TO NEXT UNDERWAY<br>3. PRIOR TO NEXT DEPLOYMENT<br>4. <b>DURING POST DEPLOYMENT AVAILABILITY</b> | 1. <b>OPERATIONAL</b><br>2. NON-OPERATIONAL<br>3. REDUCED CAPABILITY<br>4. NOT APPLICABLE  | 1. ABNORMAL ENVIRONMENT<br>2. MANUFACTURER/INSTALLATION DEFECTS<br>3. LACK OF KNOWLEDGE<br>4. COMMUNICATION PROBLEMS<br>5. INADEQUATE INSTRUCTION/PROCEDURE<br>6. INADEQUATE DESIGN<br>7. <b>NORMAL WEAR AND TEAR</b><br>8. NOT APPLICABLE  |   | 1. <b>S/F BACKLOG/OPERATIONAL PRIORITY</b><br>2. LACK OF MATERIAL<br>3. NO FORMAL TRAINING ON THIS EQUIPMENT<br>4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT<br>5. INADEQUATE SCHOOL PRACTICAL TRAINING<br>6. LACK OF FACILITIES/CAPABILITIES<br>7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT<br>8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST<br>9. LACK OF TECHNICAL DOCUMENTATION<br>10. OTHER OR NOT APPLICABLE |  |      |  |
| MAN HRS EXPENDED<br>2  | MAN HRS REMAINING<br>100  |  | COMPLETED ACTION TAKEN  |   | S/F MANHOURS   | PRIORITY   |      |  |
| SAFETY HAZARD:<br>1. SERIOUS - CORRECT AS SOON AS POSSIBLE<br>2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED<br>3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM<br>4. SAFETY ITEM - MINOR<br>5. COMBUSTIBLE MATERIAL |   |  | 1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY<br>2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY<br>3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED<br>4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP<br>5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED<br>6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION |   |  | 1. MANDATORY<br>2. ESSENTIAL<br>3. <b>HIGHLY DESIRABLE</b><br>4. DESIRABLE |      |  |
| <b>DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: PORT SIDE, (4-160-0-Q) CHT ROOM BILGE POCKET</b>  |   |  |   |   |  |  |      |  |
| BHD (164-180) SURFACE RUST AND HEAVY PAINT SEPARATION. APPROXIMATELY 45 SF, U/T READINGS ARE SATISFACTORY  |   |  |   |   |  |  |      |  |
| SEE DRAWING  |   |  |   |   |  |  |      |  |
|  |   |  |   |   |  |  |      |  |
|  |   |  |   |   |  |  |      |  |
| <b>RECOMMENDED REPAIRS</b>   |   |  |   |   |  |  |      |  |
| RECOMMEND SHIPS FORCE CLEAN ENTIRE BILGE POCKET TO BARE METAL, PRESERVE AND PAINT APPROXIMATELY 45 SF  |   |  |   |   |  |  |      |  |
|  |   |  |   |   |  |  |      |  |
|  |   |  |   |   |  |  |      |  |
| SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2186, TPOC: C. BUCK  |   |  |   |   |  |  |      |  |
| <b>CSMP SUMMARY:</b>   |   |  |   |   | TEST#  |  |      |  |
| PORT BILGE POCKET HAS HEAVY PAINT SEPARATION .   |   |  |   |   | MRC 1102/1   |  |      |  |
| ROOT CAUSE/AMPLIFICATION:  |   |  |   |   | STEP#  |  |      |  |
| H1   |   |  |   |   | 1,2,3,4 & 5  |  |      |  |
| SYSTEM LEVEL IMPACT:   |   |  |   |   |  |  |      |  |
| PART NO.   | NOMENCLATURE  |  |   | QTY   | NSN  |  | COST |  |
| 1  |   |  |   |   |  |  |      |  |
| 2  |   |  |   |   |  |  |      |  |
| 3  |   |  |   |   |  |  |      |  |
| 4  |   |  |   |   |  |  |      |  |
| 5  |   |  |   |   |  |  |      |  |
| 6  |   |  |   |   |  |  |      |  |
| FIRST CONTACT<br><b>McNEIL</b>   |   | RATE<br>HTCS   | SECOND CONTACT<br><b>AMADOR</b>   |   | RATE<br><b>HTC</b>   | PHONE  |      |  |
| ASSESSOR / ACT / TECH ID#<br>J. LaROCK/ T. ILGENFRITZ QED SYSTEMS INC.   |   |  |   | TD  | TL   | LOGISTICIAN  | TSP  |  |

**USS TAYLOR (FFG-50)**  
**CHT ROOM (4-160-0-Q)**  
**PORT SIDE**



PORT SIDE BILGE POCKET, FWD OF WF (172). U/T READINGS IN THIS AREA WERE SATISFACTORY. SEE DRAWING.



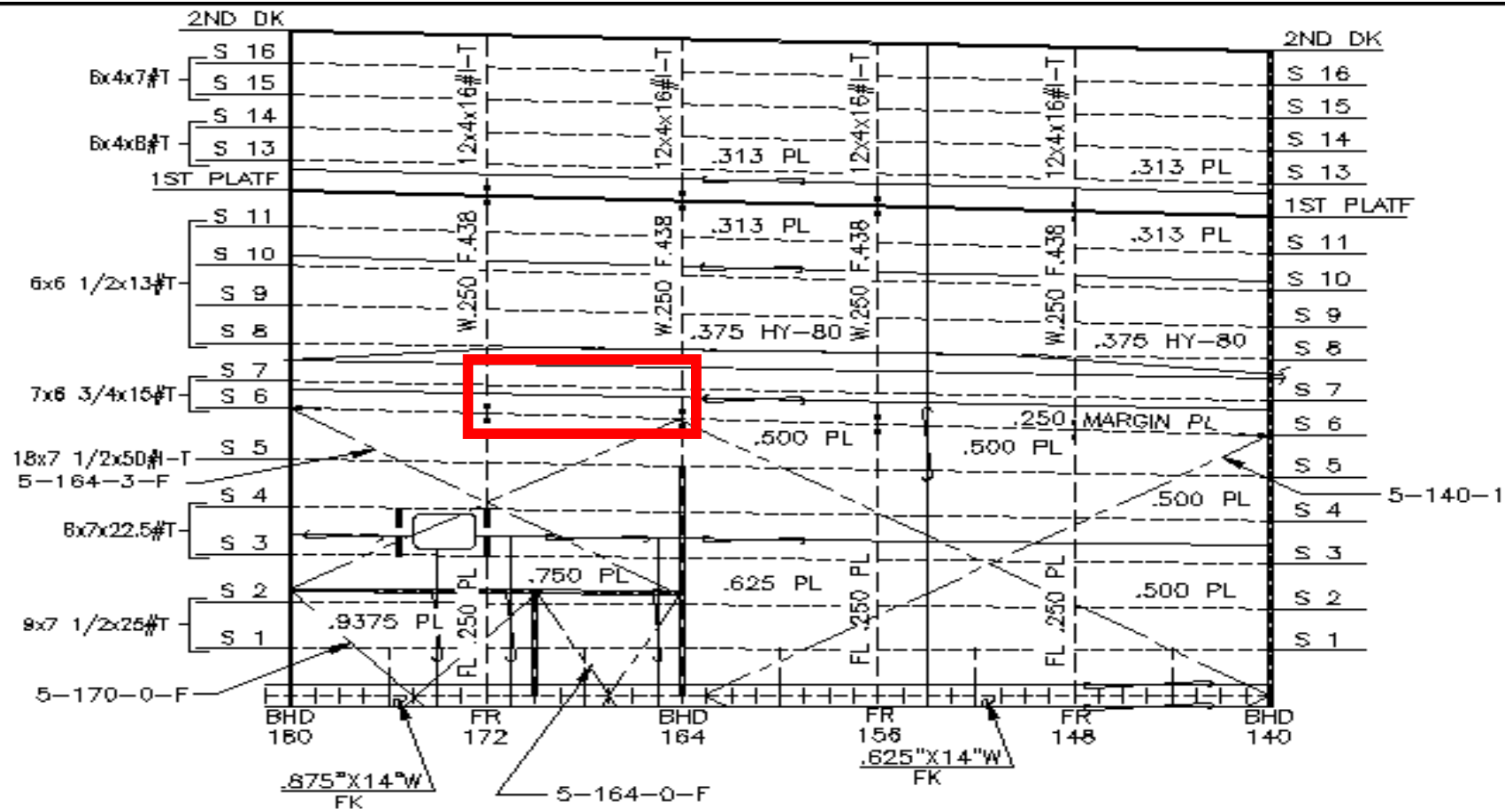
PORT SIDE EDUCTOR AT BHD (180).

**USS TAYLOR (FFG-50)**  
**CHT ROOM (4-160-0-Q)**  
**PORT SIDE**



PORT SIDE BILGE POCKET AT BHD (164) POOR BONDING AND MOISTURE CAUSE  
PAINT SEPARATION, U/T READINGS WERE SATISFACTORY.

**USS TAYLOR (FFG-50)**  
**CHT ROOM (4-160-0-Q)**

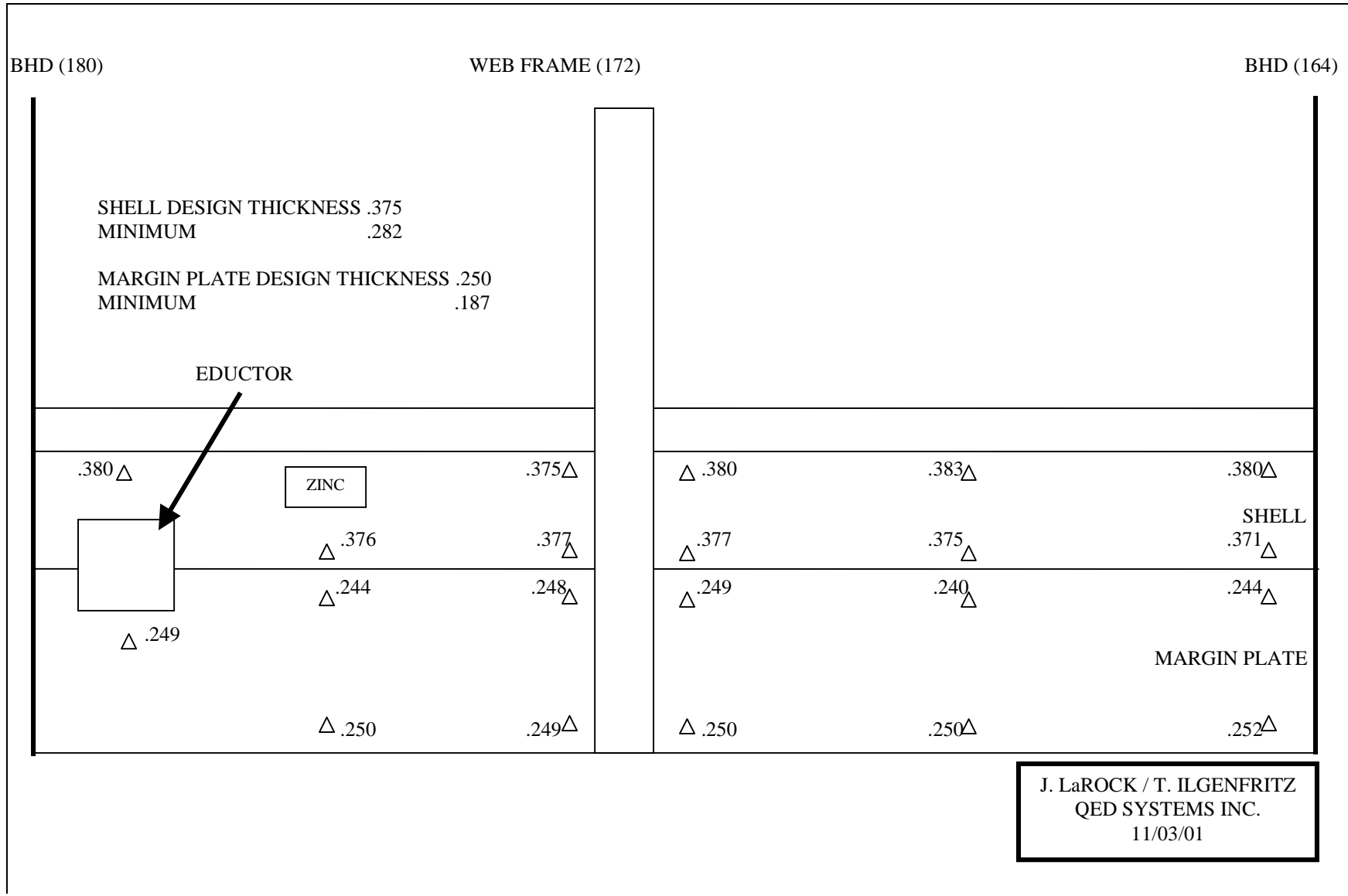


CHT ROOM (4-160-0-Q)

RED BOX INDICATES AREA WHERE U/T  
 READINGS WERE TAKEN  
 SEE THE FOLLOWING PAGE FOR DRAWING



**USS TAYLOR (FFG-50)**  
**CHT ROOM (4-160-0-Q)**  
**PORT SIDE BILGE POCKET**

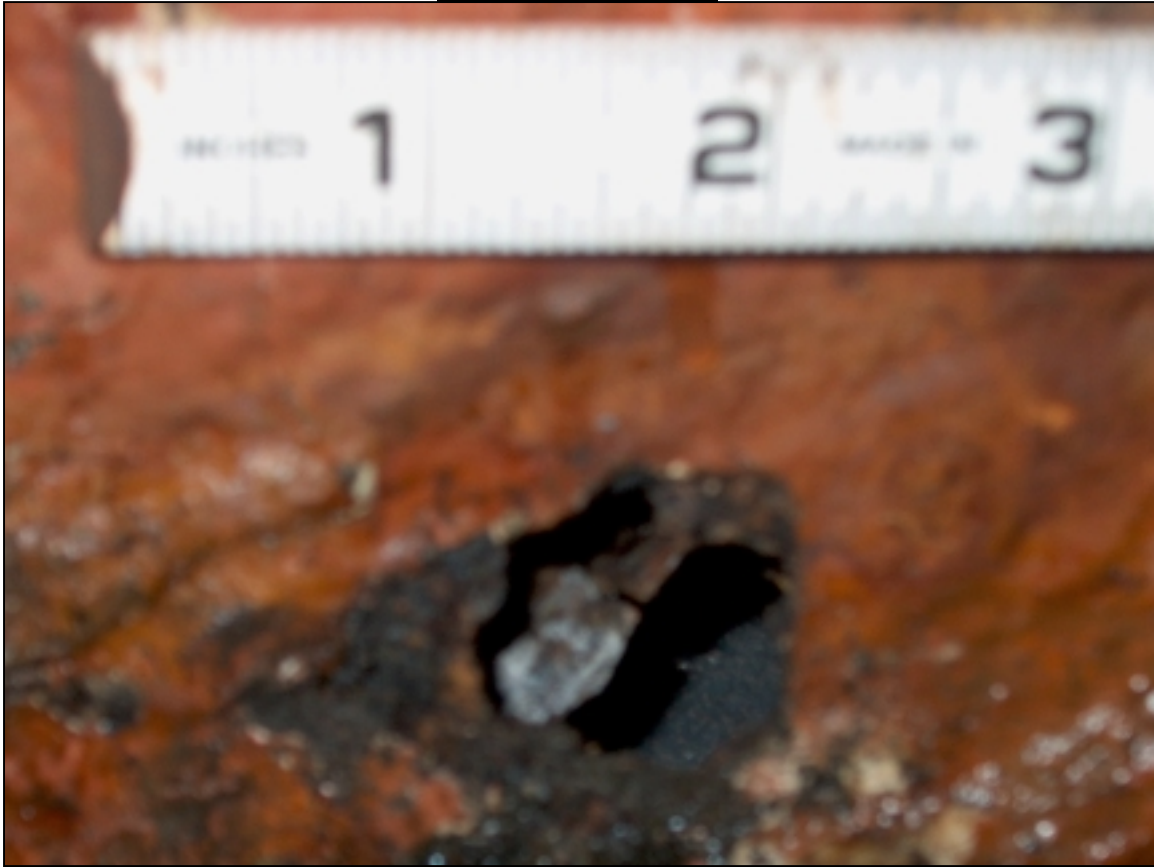


J. LaROCK / T. ILGENFRITZ  
 QED SYSTEMS INC.  
 11/03/01

# MATERIAL ASSESSMENT FORM

|  |  |   |  |   |  |              |      |
|--|--|---|--|---|--|--------------|------|
| ITEM NUMBER  |  |   |  | SHIP<br><b>USS TAYLOR (FFG-50)</b>  |  |              |      |
| SYSTEM<br>SHELL & SUPPORTING STRUCTURE 110   |  | ESWS<br>11011   | EIC<br>A100  | APL<br>X-SYSTEMS  |  | RIN<br>N/L   |      |
| EQUIPMENT NAME<br>HULL STRUCTURE 1102XY  |  | IDENT/SERIAL<br>N/A   |  | LOCATION<br>4-140-0-Q   | WORK CENTER<br>EMO4  | JSN<br>A-190 |      |
| EQUIPMENT STATUS   |  | PROBLEM STATUS  |  | CATEGORY  |  |              | EOC  |
| 1. SAT - SATISFACTORY<br>2. <b>UNSAT - UNSATISFACTORY</b><br>3. TNA - TEST NOT ATTEMPTED<br>4. TNC - TEST NOT COMPLETED<br>5. NOB - EQUIPMENT NOT ONBOARD  |  | 1. C - CORRECTED<br>2. A - AWAITING PARTS<br>3. <b>T - AWAITING TECH ASSIST*</b><br>4. S - SHIP'S FORCE<br>*UNCORRECTED PROBLEMS  |  | 1. S - PERSONNEL SAFETY<br>2. Z - EQUIPMENT SAFETY<br>3. <b>H - HARDWARE</b><br>4. D - DOWN<br>5. L - LIMITED |  |              | .9   |
| TYPE/AVAILABILITY  | WHEN TO BE ACCOMPLISHED  | STATUS  | CAUSE  |   | DEFERRAL REASON  |              |      |
| 1. <b>DEPOT</b><br>2. IMA<br>3. TECH ASSIST<br>4. SHIP'S FORCE<br>5. SFWL  | 1. IMMEDIATELY<br>2. PRIOR TO NEXT UNDERWAY<br>3. <b>PIROR TO NEXT DEPLOYMENT</b><br>4. <b>DURING POST DEPLOYMENT AVAILABILITY</b> | 1. <b>OPERATIONAL</b><br>2. NON-OPERATIONAL<br>3. REDUCED CAPABILITY<br>4. NOT APPLICABLE   | 1. ABNORMAL ENVIRONMENT<br>2. MANUFACTURER/INSTALLATION DEFECTS<br>3. LACK OF KNOWLEDGE<br>4. COMMUNICATION PROBLEMS<br>5. INADEQUATE INSTRUCTION/PROCEDURE<br>6. INADEQUATE DESIGN<br>7. <b>NORMAL WEAR AND TEAR</b><br>8. NOT APPLICABLE |   | 1. S/F BACKLOG/OPERATIONAL PRIORITY<br>2. LACK OF MATERIAL<br>3. NO FORMAL TRAINING ON THIS EQUIPMENT<br>4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT<br>5. INADEQUATE SCHOOL PRACTICAL TRAINING<br>6. <b>LACK OF FACILITIES/CAPABILITIES</b><br>7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT<br>8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST<br>9. LACK OF TECHNICAL DOCUMENTATION<br>10. OTHER OR NOT APPLICABLE |              |      |
| MAN HRS EXPENDED<br>2  | MAN HRS REMAINING<br>1000  | COMPLETED ACTION TAKEN  |  | S/F MANHOURS  | PRIORITY   |              |      |
| SAFETY HAZARD:<br>1. SERIOUS - CORRECT AS SOON AS POSSIBLE<br>2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED<br>3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM<br>4. SAFETY ITEM - MINOR<br>5. COMBUSTIBLE MATERIAL |  | 1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY<br>2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY<br>3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED<br>4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP<br>5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED<br>6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION |  |   | 1. MANDATORY<br>2. ESSENTIAL<br>3. <b>HIGHLY DESIRABLE</b><br>4. DESIRABLE   |              |      |
| <b>DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: PORT SIDE (4-140-0-Q) LAUNDRY</b>   |  |   |  |   |  |              |      |
| WEB FRAME (160) IS HOLED WHERE IT MEETS THE SHELL AND MARGIN PLATE. ENTIRE BILGE POCKET INCLUDING  |  |   |  |   |  |              |      |
| SODA STOREROOM HAS RUST AND HEAVY PAINT SEPARATION, APPROXIMATELY 80 SF. THERE IS NO WAY TO EDUCT  |  |   |  |   |  |              |      |
| WATER FROM BILGE POCKET. WEB FRAME (160) SEPARATES THE LAUNDRY FROM THE CHT ROOM. U/T READINGS FOR THE   |  |   |  |   |  |              |      |
| SHELL AND MARGIN PLATE ARE SATISFACTORY, SEE DRAWING.  |  |   |  |   |  |              |      |
| <b>RECOMMENDED REPAIRS:</b> RECOMMEND REPAIR ACTIVITY CLEAN AND GAS FREE FUEL OIL TANKS (5-164-2-F), (5-140-2-F). CUT OUT  |  |   |  |   |  |              |      |
| APPROX 1 SF OF WEB FRAME (160) REPLACE WITH (.250) MILD STEEL, LEAK TEST BOTH TANKS CLEAN ENTIRE BILGE POCKET  |  |   |  |   |  |              |      |
| AREA TO BARE METAL, PRESERVE AND PAINT. APPROXIMATELY 80 SF  |  |   |  |   |  |              |      |
| SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2130, TPOC: C. BUCK  |  |   |  |   |  |              |      |
| CSMP SUMMARY:<br>WEB FRAME (160) IS HOLED WHERE IT MEETS SHELL AND MARGIN PLATE.   |  |   |  |   | TEST#<br>MRC 1102/1  |              |      |
| ROOT CAUSE/AMPLIFICATION:<br>H1  |  |   |  |   | STEP#<br>1,2,3,4 & 5   |              |      |
| SYSTEM LEVEL IMPACT:   |  |   |  |   |  |              |      |
| PART NO.   | NOMENCLATURE   |   |  | QTY   | NSN  |              | COST |
| 1  |  |   |  |   |  |              |      |
| 2  |  |   |  |   |  |              |      |
| 3  |  |   |  |   |  |              |      |
| 4  |  |   |  |   |  |              |      |
| 5  |  |   |  |   |  |              |      |
| 6  |  |   |  |   |  |              |      |
| FIRST CONTACT<br><b>McNEIL</b>   | RATE<br><b>HTCS</b>  | SECOND CONTACT<br><b>AMADOR</b>   |  | RATE<br><b>HTC</b>  | PHONE  |              |      |
| ASSESSOR / ACT / TECH ID#<br><b>J. LaROCK/ T. ILGENFRITZ</b>   |  |   |  | TD  | TL   | LOGISTICIAN  | TSP  |

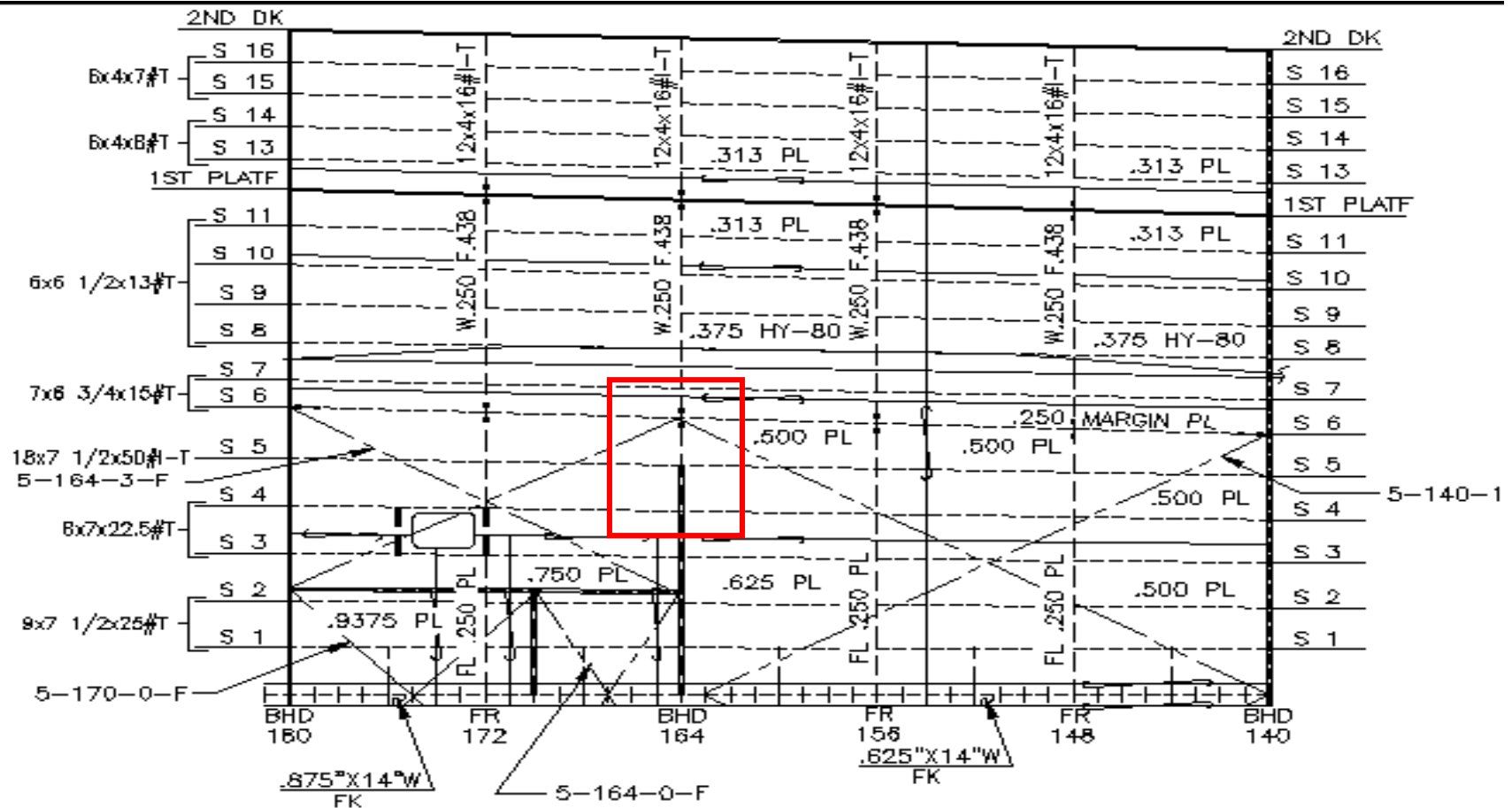
**USS TAYLOR (FFG-50)**  
**LAUNDRY (4-140-0-Q)**  
**PORT SIDE BILGE**



WEB FRAME (160) WHERE IT MEETS SHELL AND MARGIN PLATE IS HOLED. WATER IS TRAPPED IN THE BILGE POCKET. WEB FRAME (160) SEPARATES THE LAUNDRY AND THE CHT ROOM.



**USS TAYLOR (FFG-50)**  
**LAUNDRY ROOM (4-140-0-Q)**



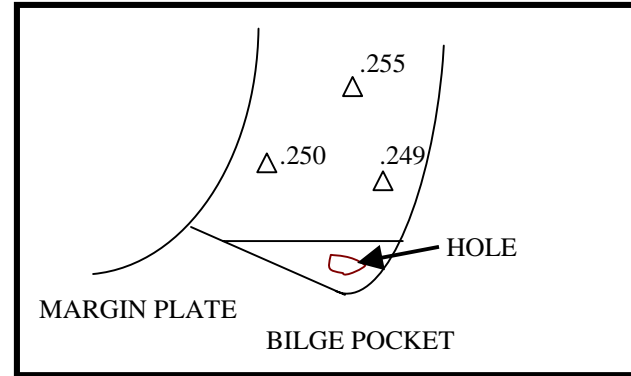
RED BOX INDICATES LOCATION OF AREA.  
SEE FOLLOWING PAGE FOR DRAWING.

**USS TAYLOR (FFG-50)**  
**LAUNDRY (4-140-0-Q)**  
**PORT SIDE**

WEB FRAME (160)

(152)

HOLE IN WEB FRAME



|                                       |        |        |        |        |       |
|---------------------------------------|--------|--------|--------|--------|-------|
| Δ .501                                | Δ .499 | Δ .500 | Δ .498 | Δ .496 | .502Δ |
| DESIGN THICKNESS .500<br>MINIMUM .375 |        |        |        |        |       |
| Δ .467                                | Δ .468 | Δ .465 | Δ .488 | Δ .487 | .500Δ |
| Δ .233                                | Δ .240 | Δ .249 | Δ .230 | Δ .236 | .380Δ |
| DESIGN THICKNESS .250<br>MINIMUM .186 |        |        |        |        |       |
| Δ .251                                | Δ .250 | Δ .255 | Δ .249 | Δ .250 | .251Δ |

J. LaROCK / T. ILGENFRITZ  
 QED SYSTEMS INC.  
 11/05/01



# MATERIAL ASSESSMENT FORM

|  |   |  |   |   |  |  |      |  |
|--|---|--|---|---|--|--|------|--|
| ITEM NUMBER  |   |  |   | SHIP<br><b>USS TAYLOR (FFG-50)</b>  |  |  |      |  |
| SYSTEM<br>SHELL & SUPPORTING STRUCTURE 110   |   | ESWBS<br>11011   | EIC<br>A100   | APL<br>X-SYSTEMS  |  | RIN<br>N/L   |      |  |
| EQUIPMENT NAME<br>HULL STRUCTURE 1102XY  |   | IDENT/SERIAL<br>N/A  |   | LOCATION<br>4-100-0-E   | WORK CENTER<br>EMO4  | JSN<br>A-188   |      |  |
| EQUIPMENT STATUS   |   | PROBLEM STATUS   |   | CATEGORY  |  |  | EOC  |  |
| 1. SAT - SATISFACTORY<br>2. <b>UNSAT - UNSATISFACTORY</b><br>3. TNA - TEST NOT ATTEMPTED<br>4. TNC - TEST NOT COMPLETED<br>5. NOB - EQUIPMENT NOT ONBOARD  |   | 1. C - CORRECTED<br>2. A - AWAITING PARTS<br>3. T - AWAITING TECH ASSIST*<br>4. <b>S - SHIP'S FORCE</b><br>*UNCORRECTED PROBLEMS |   | 1. S - PERSONNEL SAFETY<br>2. Z - EQUIPMENT SAFETY<br>3. <b>H - HARDWARE</b><br>4. D - DOWN<br>5. L - LIMITED |  |  | .9   |  |
| TYPE/AVAILABILITY  | WHEN TO BE ACCOMPLISHED   | STATUS   | CAUSE   |   | DEFERRAL REASON  |  |      |  |
| 1. DEPOT<br>2. IMA<br>3. TECH ASSIST<br>4. <b>SHIP'S FORCE</b><br>5. FWL   | 1. IMMEDIATELY<br>2. PRIOR TO NEXT UNDERWAY<br>3. PRIOR TO NEXT DEPLOYMENT<br>4. <b>DURING POST DEPLOYMENT AVAILABILITY</b> | 1. <b>OPERATIONAL</b><br>2. NON-OPERATIONAL<br>3. REDUCED CAPABILITY<br>4. NOT APPLICABLE  | 1. ABNORMAL ENVIRONMENT<br>2. MANUFACTURER/INSTALLATION DEFECTS<br>3. LACK OF KNOWLEDGE<br>4. COMMUNICATION PROBLEMS<br>5. INADEQUATE INSTRUCTION/PROCEDURE<br>6. INADEQUATE DESIGN<br>7. <b>NORMAL WEAR AND TEAR</b><br>8. NOT APPLICABLE  |   | 1. <b>S/F BACKLOG/OPERATIONAL PRIORITY</b><br>2. LACK OF MATERIAL<br>3. NO FORMAL TRAINING ON THIS EQUIPMENT<br>4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT<br>5. INADEQUATE SCHOOL PRACTICAL TRAINING<br>6. LACK OF FACILITIES/CAPABILITIES<br>7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT<br>8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST<br>9. LACK OF TECHNICAL DOCUMENTATION<br>10. OTHER OR NOT APPLICABLE |  |      |  |
| MAN HRS EXPENDED<br>2  | MAN HRS REMAINING<br>100  |  | COMPLETED ACTION TAKEN  |   | S/F MANHOURS   | PRIORITY   |      |  |
| SAFETY HAZARD:<br>1. SERIOUS - CORRECT AS SOON AS POSSIBLE<br>2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED<br>3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM<br>4. SAFETY ITEM - MINOR<br>5. COMBUSTIBLE MATERIAL |   |  | 1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY<br>2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY<br>3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED<br>4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP<br>5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED<br>6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION |   |  | 1. MANDATORY<br>2. ESSENTIAL<br>3. <b>HIGHLY DESIRABLE</b><br>4. DESIRABLE |      |  |
| <b>DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: APU MACHINERY ROOM (4-100-0-E)</b>  |   |  |   |   |  |  |      |  |
| STBD BILGE POCKET IS FULL OF WATER AND POWER CABLES ARE SUBMERGED, LIGHT CORROSION IN BILGE POCKET.  |   |  |   |   |  |  |      |  |
|  |   |  |   |   |  |  |      |  |
|  |   |  |   |   |  |  |      |  |
| <b>RECOMMENDED REPAIRS</b>   |   |  |   |   |  |  |      |  |
| RECOMMEND SHIPS FORCE PUMP WATER OUT OF BILGE POCKET, CLEAN, PRESERVE AND PAINT APPROXIMATELY 20 SF  |   |  |   |   |  |  |      |  |
|  |   |  |   |   |  |  |      |  |
|  |   |  |   |   |  |  |      |  |
| SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2186, TPOC: C. BUCK  |   |  |   |   |  |  |      |  |
| <b>CSMP SUMMARY:</b><br>POWER CABLES SUBMERGED IN STBD BILGE POCKET, LIGHT CORROSION   |   |  |   |   | TEST#<br>MRC 1102/1  |  |      |  |
| ROOT CAUSE/AMPLIFICATION:<br>H1  |   |  |   |   | STEP#<br>1,2,3,4 & 5   |  |      |  |
| SYSTEM LEVEL IMPACT:   |   |  |   |   |  |  |      |  |
| PART NO.   | NOMENCLATURE  |  |   | QTY   | NSN  |  | COST |  |
| 1  |   |  |   |   |  |  |      |  |
| 2  |   |  |   |   |  |  |      |  |
| 3  |   |  |   |   |  |  |      |  |
| 4  |   |  |   |   |  |  |      |  |
| 5  |   |  |   |   |  |  |      |  |
| 6  |   |  |   |   |  |  |      |  |
| FIRST CONTACT<br><b>McNEIL</b>   |   | RATE<br>HTCS   | SECOND CONTACT<br><b>AMADOR</b>   |   | RATE<br><b>HTC</b>   | PHONE  |      |  |
| ASSESSOR / ACT / TECH ID#<br>J. LaROCK/ T. ILGENFRITZ QED SYSTEMS INC.   |   |  |   | TD  | TL   | LOGISTICIAN  | TSP  |  |

**USS TAYLOR (FFG-50)**  
**APU MACHINERY ROOM (4-100-0-E)**



STARBOARD SIDE, BILGE POCKET BETWEEN APU POWER PANEL AND BHD (100)  
BILGE POCKET IS FULL OF WATER AND POWER CABLES ARE SUBMERGED.



SUBMERGED POWER CABLES IN STARBOARD BILGE POCKET.

# MATERIAL ASSESSMENT FORM

|  |   |   |  |  |  |
|--|---|---|--|--|--|
| ITEM NUMBER  |   | SHIP<br><b>USS TAYLOR (FFG-50)</b>  |  |  |  |
| SYSTEM<br>SHELL & SUPPORTING STRUCTURE 110   |   | ESWBS<br>11011  | EIC<br>A100  | APL<br>X-SYSTEMS   | RIN<br>N/L   |
| EQUIPMENT NAME<br>HULL STRUCTURE 1102XY  |   | IDENT/SERIAL<br>N/A   | LOCATION<br>4-48-1-Q   | WORK CENTER<br>EMO4  | JSN<br>A-185   |
| EQUIPMENT STATUS   |   | PROBLEM STATUS  |  | CATEGORY   | EOC  |
| 1. SAT - SATISFACTORY<br>2. <b>UNSAT - UNSATISFACTORY</b><br>3. TNA - TEST NOT ATTEMPTED<br>4. TNC - TEST NOT COMPLETED<br>5. NOB - EQUIPMENT NOT ONBOARD  |   | 1. C - CORRECTED<br>2. A - AWAITING PARTS<br>3. T - AWAITING TECH ASSIST*<br>4. <b>S - SHIP'S FORCE</b><br>*UNCORRECTED PROBLEMS  |  | 1. S - PERSONNEL SAFETY<br>2. Z - EQUIPMENT SAFETY<br>3. <b>H - HARDWARE</b><br>4. D - DOWN<br>5. L - LIMITED  | .9   |
| TYPE/AVAILABILITY  | WHEN TO BE ACCOMPLISHED   | STATUS  | CAUSE  | DEFERRAL REASON  |  |
| 1. DEPOT<br>2. IMA<br>3. TECH ASSIST<br>4. <b>SHIP'S FORCE</b><br>5. SFWL  | 1. IMMEDIATELY<br>2. PRIOR TO NEXT UNDERWAY<br>3. PRIOR TO NEXT DEPLOYMENT<br>4. <b>DURING POST DEPLOYMENT AVAILABILITY</b> | 1. <b>OPERATIONAL</b><br>2. NON-OPERATIONAL<br>3. REDUCED CAPABILITY<br>4. NOT APPLICABLE   | 1. ABNORMAL ENVIRONMENT<br>2. MANUFACTURER/INSTALLATION DEFECTS<br>3. LACK OF KNOWLEDGE<br>4. COMMUNICATION PROBLEMS<br>5. INADEQUATE INSTRUCTION/PROCEDURE<br>6. INADEQUATE DESIGN<br>7. <b>NORMAL WEAR AND TEAR</b><br>8. NOT APPLICABLE | 1. <b>S/F BACKLOG/OPERATIONAL PRIORITY</b><br>2. LACK OF MATERIAL<br>3. NO FORMAL TRAINING ON THIS EQUIPMENT<br>4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT<br>5. INADEQUATE SCHOOL PRACTICAL TRAINING<br>6. LACK OF FACILITIES/CAPABILITIES<br>7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT<br>8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST<br>9. LACK OF TECHNICAL DOCUMENTATION<br>10. OTHER OR NOT APPLICABLE |  |
| MAN HRS EXPENDED<br>2  | MAN HRS REMAINING<br>200  | COMPLETED ACTION TAKEN  |  | S/F MANHOURS   | PRIORITY   |
| SAFETY HAZARD:<br>1. SERIOUS - CORRECT AS SOON AS POSSIBLE<br>2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED<br>3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM<br>4. SAFETY ITEM - MINOR<br>5. COMBUSTIBLE MATERIAL |   | 1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY<br>2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY<br>3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED<br>4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP<br>5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED<br>6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION |  |  | 1. MANDATORY<br>2. ESSENTIAL<br>3. <b>HIGHLY DESIRABLE</b><br>4. DESIRABLE |
| <b>DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: (4-48-1-Q) SONAR COOLING ROOM</b>   |   |   |  |  |  |
| SATURATED LAGGING WAS DISCOVERED ON SHELL PLATE FROM DECK TO 3 <sup>RD</sup> STRINGER, APPROXIMATELY 48 SF, LIGHT  |   |   |  |  |  |
| CORROSION WAS DISCOVERED ON STRINGERS AND SHELL. U/T READINGS ARE SATISFACTORY   |   |   |  |  |  |
|  |   |   |  |  |  |
| <b>RECOMMENDED REPAIRS</b>   |   |   |  |  |  |
| RECOMMEND SHIPS FORCE REMOVE LAGGING FROM DECK TO 3 <sup>RD</sup> STRINGER APPROXIMATELY 48 SF. CLEAN AREA   |   |   |  |  |  |
| EXPOSED BY REMOVALS TO BARE METAL, PRIME AND PAINT WITH ANTI-SWEAT COATING. REPLACEMENT OF LAGGING IS NOT  |   |   |  |  |  |
| RECOMMENDED  |   |   |  |  |  |
|  |   |   |  |  |  |
| SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2186, TPOC: C. BUCK  |   |   |  |  |  |
| <b>CSMP SUMMARY:</b><br>SATURATED LAGGING ON SHELL PLATE / LIGHT CORROSION.  |   |   |  | TEST#<br>MRC 1102/1  |  |
| ROOT CAUSE/AMPLIFICATION:<br>H1  |   |   |  | STEP#<br>1,2,3,4 & 5   |  |
| SYSTEM LEVEL IMPACT:   |   |   |  |  |  |
| PART NO.   | NOMENCLATURE  |   | QTY  | NSN  | COST   |
| 1  |   |   |  |  |  |
| 2  |   |   |  |  |  |
| 3  |   |   |  |  |  |
| 4  |   |   |  |  |  |
| 5  |   |   |  |  |  |
| 6  |   |   |  |  |  |
| FIRST CONTACT<br><b>McNEIL</b>   | RATE<br>HTCS  | SECOND CONTACT<br><b>AMADOR</b>   |  | RATE<br><b>HTC</b>   | PHONE  |
| ASSESSOR / ACT / TECH ID#<br>J. LaROCK/ T. ILGENFRITZ QED SYSTEMS INC.   |   |   | TD   | TL   | LOGISTICIAN  |
|  |   |   |  |  | TSP  |



**USS TAYLOR (FFG-50)**  
**SONAR COOLING ROOM (4-48-1-Q)**



SATURATED LAGGING FROM DECK UP TO 3<sup>RD</sup> STRINGER. REMOVAL OF LAGGING FROM DECK TO 3<sup>RD</sup> STRIINGER, CLEANING TO BARE METAL, PRIMING AND PAINTING WITH ANTI-SWEAT PAINT IS HIGHLY RECOMMENDED. THIS IS A TYPICAL HIGH CORROSION AREA FOR (FFG-7) CLASS SHIPS. OTHER SHIPS IN THIS CLASS HAVE REMOVED LAGGING AND REDUCED CORROSION GREATLY.



FIRST STRINGER FROM DECK AT BHD (56)

# MATERIAL ASSESSMENT FORM

|  |  |  |  |   |                          |  |                     |  |              |       |             |      |     |  |
|--|--|--|--|---|--------------------------|--|---------------------|--|--------------|-------|-------------|------|-----|--|
| ITEM NUMBER  |  |  |  | SHIP<br><b>USS TAYLOR (FFG-50)</b>  |                          |  |                     |  |              |       |             |      |     |  |
| SYSTEM<br>SHELL & SUPPORTING STRUCTURE 110   |  | ESWBS<br>11011   |  | EIC<br>A100   |                          | APL<br>X-SYSTEMS   |                     | RIN<br>N/L   |              |       |             |      |     |  |
| EQUIPMENT NAME<br>HULL STRUCTURE 1102XY  |  |  | IDENT/SERIAL<br>N/A  |   | LOCATION<br>3-84-0-E     |  | WORK CENTER<br>EMO4 |  | JSN<br>A-189 |       |             |      |     |  |
| EQUIPMENT STATUS   |  |  | PROBLEM STATUS   |   |                          | CATEGORY   |                     |  | EOC          |       |             |      |     |  |
| 1. SAT - SATISFACTORY<br>2. <b>UNSAT - UNSATISFACTORY</b><br>3. TNA - TEST NOT ATTEMPTED<br>4. TNC - TEST NOT COMPLETED<br>5. NOB - EQUIPMENT NOT ONBOARD  |  |  | 1. C - CORRECTED<br>2. A - AWAITING PARTS<br>3. <b>T - AWAITING TECH ASSIST*</b><br>4. S - SHIP'S FORCE<br>*UNCORRECTED PROBLEMS |   |                          | 1. S - PERSONNEL SAFETY<br>2. Z - EQUIPMENT SAFETY<br>3. <b>H - HARDWARE</b><br>4. D - DOWN<br>5. L - LIMITED  |                     |  | .9           |       |             |      |     |  |
| TYPE/AVAILABILITY  |  | WHEN TO BE ACCOMPLISHED  |  | STATUS  |                          | CAUSE  |                     | DEFERRAL REASON  |              |       |             |      |     |  |
| 1. <b>DEPOT</b><br>2. IMA<br>3. TECH ASSIST<br>4. SHIP'S FORCE<br>5. SFWL  |  | 1. IMMEDIATELY<br>2. PRIOR TO NEXT UNDERWAY<br>3. <b>PIROR TO NEXT DEPLOYMENT</b><br>4. <b>DURING POST DEPLOYMENT AVAILABILITY</b> |  | 1. <b>OPERATIONAL</b><br>2. NON-OPERATIONAL<br>3. REDUCED CAPABILITY<br>4. NOT APPLICABLE   |                          | 1. ABNORMAL ENVIRONMENT<br>2. MANUFACTURER/INSTALLATION DEFECTS<br>3. LACK OF KNOWLEDGE<br>4. COMMUNICATION PROBLEMS<br>5. INADEQUATE INSTRUCTION/PROCEDURE<br>6. INADEQUATE DESIGN<br>7. <b>NORMAL WEAR AND TEAR</b><br>8. NOT APPLICABLE |                     | 1. S/F BACKLOG/OPERATIONAL PRIORITY<br>2. LACK OF MATERIAL<br>3. NO FORMAL TRAINING ON THIS EQUIPMENT<br>4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT<br>5. INADEQUATE SCHOOL PRACTICAL TRAINING<br>6. <b>LACK OF FACILITIES/CAPABILITIES</b><br>7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT<br>8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST<br>9. LACK OF TECHNICAL DOCUMENTATION<br>10. OTHER OR NOT APPLICABLE |              |       |             |      |     |  |
| MAN HRS EXPENDED<br>2  |  | MAN HRS REMAINING<br>1000  |  | COMPLETED ACTION TAKEN  |                          |  | S/F MANHOURS        |  | PRIORITY     |       |             |      |     |  |
| SAFETY HAZARD:<br>1. SERIOUS - CORRECT AS SOON AS POSSIBLE<br>2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED<br>3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM<br>4. SAFETY ITEM - MINOR<br>5. COMBUSTIBLE MATERIAL                       |  |  |  | 1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY<br>2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY<br>3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED<br>4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP<br>5. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED<br>6. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION |                          |  |                     | 1. MANDATORY<br>2. ESSENTIAL<br>3. <b>HIGHLY DESIRABLE</b><br>4. DESIRABLE   |              |       |             |      |     |  |
| DISCREPANCY DESCRIPTION: PER SEMAT II UNDERWATER HULL ASSESSMENT: A/C MACHINERY ROOM (3-84-0-E)  |  |  |  |   |                          |  |                     |  |              |       |             |      |     |  |
| CORROSION AND LIGHT THINNING WAS NOTED AROUND A/C PLANT. THE PROXIMITY OF THE A/C PLANT, BHD (100) AND PORT SIDE SHELL PREVENTS SHIPS FORCE FROM MAINTAINING AREA.   |  |  |  |   |                          |  |                     |  |              |       |             |      |     |  |
| RECOMMENDED REPAIRS: RECOMMEND REPAIR ACTIVITY, DURING OVERHAUL AVAILABILITY REMOVE PIPING INTERFERENCES, MOVE A/C PLANT, REPLACE APPROXIMATELY 40 SF OF TANK TOP / DECK, REPLACE WITH .250 MILD STEEL, PERFORM LEAK TEST, PRESERVE AND PAINT. |  |  |  |   |                          |  |                     |  |              |       |             |      |     |  |
| SSPORT C221 POC: B. WILLIAMS (757) 396-4001 EXT 2130, TPOC: C. BUCK  |  |  |  |   |                          |  |                     |  |              |       |             |      |     |  |
| CSMP SUMMARY:<br>TANK TOP / DECK HAS MINOR THINNING AND CORROSION.   |  |  |  |   |                          |  |                     | TEST#<br>MRC 1102/1  |              |       |             |      |     |  |
| ROOT CAUSE/AMPLIFICATION:<br>H1  |  |  |  |   |                          |  |                     | STEP#<br>1,2,3,4 & 5   |              |       |             |      |     |  |
| SYSTEM LEVEL IMPACT:   |  |  |  |   |                          |  |                     |  |              |       |             |      |     |  |
| PART NO.   |  |  |  | NOMENCLATURE  |                          |  |                     | QTY  |              | NSN   |             | COST |     |  |
| 1  |  |  |  |   |                          |  |                     |  |              |       |             |      |     |  |
| 2  |  |  |  |   |                          |  |                     |  |              |       |             |      |     |  |
| 3  |  |  |  |   |                          |  |                     |  |              |       |             |      |     |  |
| 4  |  |  |  |   |                          |  |                     |  |              |       |             |      |     |  |
| 5  |  |  |  |   |                          |  |                     |  |              |       |             |      |     |  |
| 6  |  |  |  |   |                          |  |                     |  |              |       |             |      |     |  |
| FIRST CONTACT<br>McNEIL  |  |  | RATE<br>HTCS   |   | SECOND CONTACT<br>AMADOR |  |                     | RATE<br>HTC  |              | PHONE |             |      |     |  |
| ASSESSOR / ACT / TECH ID#<br>J. LaROCK / T. ILGENFRITZ   |  |  |  |   | QED SYSTEMS INC.         |  | TD                  |  | TL           |       | LOGISTICIAN |      | TSP |  |



**USS TAYLOR (FFG-50)**  
**A/C MACHINERY ROOM (3-84-0-E)**

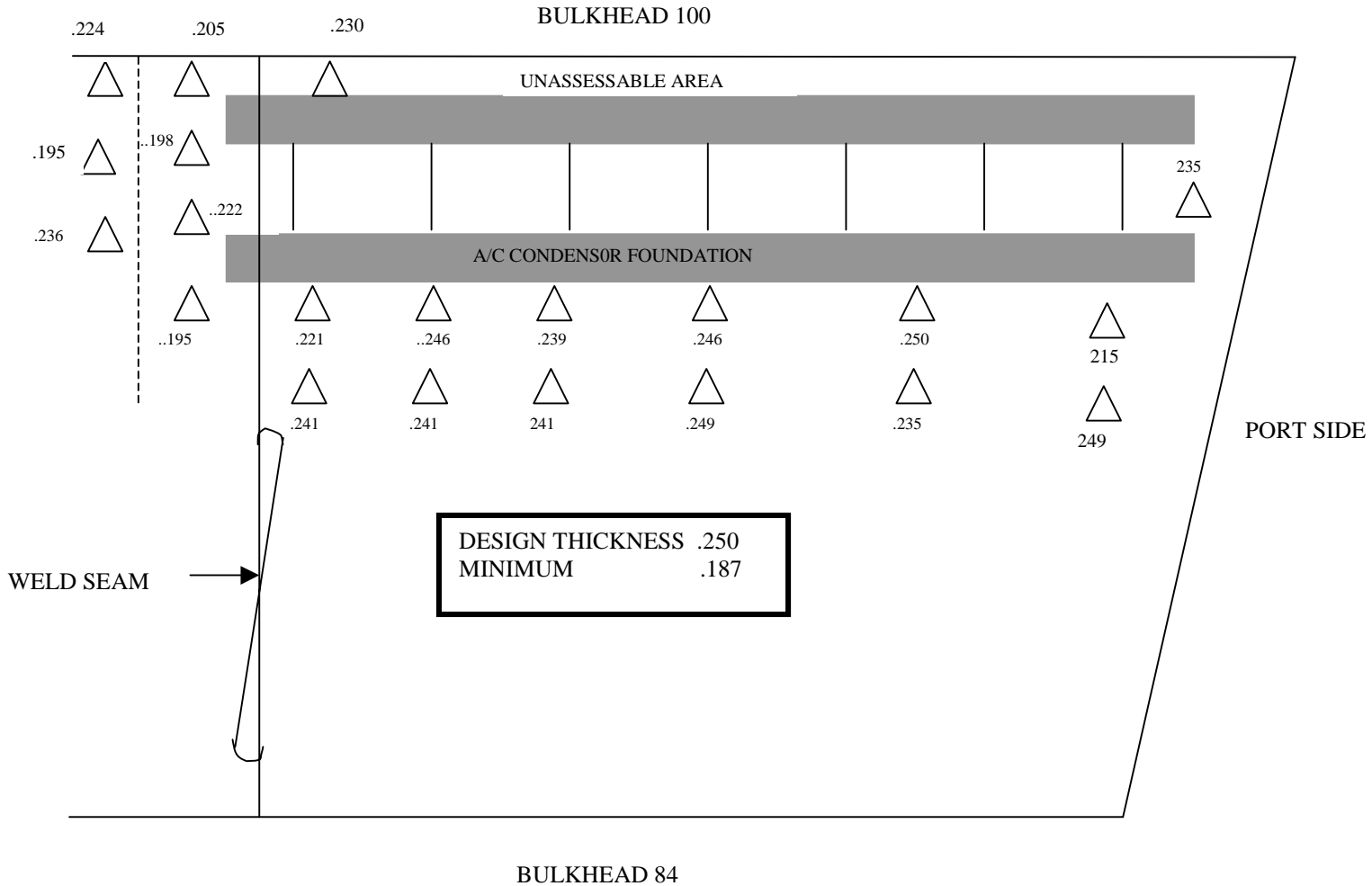


TANK TOP / DECK INBOARD OF A/C PLANT. MINOR THINNING WAS NOTED.  
THIS IS A COMMON AREA FOR CORROSION ON (FFG-7) CLASS SHIPS.



TANK TOP / DECK AND BHD (100) BETWEEN A/C PLANT AND PORT SHELL. BECAUSE  
THE A/C PLANT IS SO CLOSE TO BHD (100) AND THE PORT SIDE SHELL PROPER  
MAINTENANCE IS IMPOSSIBLE.

**USS TAYLOR (FFG-50)**  
**A/C MACHINERY ROOM (3-84-0-E)**  
**PORT SIDE**



J. LAROCK / T.ILGENFRITZ  
QED SYSTEMS INC.  
11/04/01

### FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

| SPACE<br>NUMBER | SPACE<br>ASSESSABLE      | LAGGING INSTALLED<br>ON BHD | IS THE SPACE INSPECTED<br>DURING SEMAT 1 | HISTORICAL<br>HOT SPOT | COMMENTS   |
|-----------------|--------------------------|-----------------------------|--|------------------------|--|
| <b>3RD DECK</b> |                          |                             |  |                        |  |
| 3-20-0-Q        | N                        | N                           | Y  |                        | SPACE REQUIRES GAS<br>FREE                                     |
| 3-32-2-A        | Y                        | Y                           | Y  |                        | ACCESSIBLE HIDDEN<br>LAGGED 100% (100% OF<br>SHELL ASSESSABLE) |
| 3-32-1-K        | Y                        | Y                           | Y  |                        | ACCESSIBLE HIDDEN<br>LAGGED 100% (100% OF<br>SHELL ASSESSABLE) |
| 3-36-1-A        | Y                        | Y                           | Y  |                        |  |
| 3-36-2-T        | Y                        | Y                           | Y  |                        | ACCESSIBLE HIDDEN<br>LAGGED 100% (100% OF<br>SHELL ASSESSABLE) |
| 3-40-2-A        | Y                        | Y                           | Y  |                        |  |
| 3-46-1-A        | Y                        | Y                           | Y  |                        |  |
| 3-48-2-A        | Y                        | Y                           | Y  |                        |  |
| 3-53-2-A        | Y                        | Y                           | Y  |                        |  |
| 3-56-0-A        | Y                        | Y                           | Y  |                        |  |
| 3-64-2-V        | NOT DURING<br>SHIP CHECK | N                           | Y  |                        | SPACE REQUIRES GAS<br>FREE                                     |
| 3-64-1-V        | NOT DURING<br>SHIP CHECK | N                           | Y  |                        | SPACE REQUIRES GAS<br>FREE                                     |

### FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

| SPACE<br>NUMBER | SPACE<br>ASSESSABLE | LAGGING<br>INSTALLED ON<br>BHD | IS THE SPACE<br>INSPECTED DURING<br>SEMAT 1 | HISTORICAL<br>HOT SPOT   | COMMENTS  |
|-----------------|---------------------|--------------------------------|---|--|---|
| <u>3RD DECK</u> |                     |                                |   |  |   |
| 3-84-0-E        | Y                   | Y                              | Y   | FRS 94-100<br>STBD SIDE<br>SHELL,<br>DECK TO<br>OVERHEAD<br><br>FR 95,<br>PORT SIDE,<br>ON TANK<br>TOP | ACCESSIBLE HIDDEN LAGGED<br>100% (100% OF PORT SIDE<br>SHELL ASSESSABLE)<br><br>ACCESSIBLE HIDDEN LAGGED<br>100% (NOT ACCESSIBLE AREA -<br>STBD FWD BHD 84 TO FRAME 93,<br>5'-6" OFF DECK ELECT PANELS) |
| 3-93-1-Q        | Y                   | Y                              | Y   |  | ACCESSIBLE LAGGING 100% STBD<br>SIDE  |
| 3-100-0-L       | Y                   | Y                              | Y   |  | ACCESSIBLE HIDDEN LAGGED<br>100% (NOT ACCESSIBLE AREA<br>PORT AND STBD FROM FRAME 115<br>TO AFT BHD 140, 6' 3" OFF<br>DECK - BUNKS)   |
| 3-100-1-L       | Y                   | Y                              | Y   |  | LAGGING 100% AND SS 50% (SS<br>INSTALLED 49" OFF DECK,<br>FRAME 100 TO 113)   |
| 3-113-0-L       | Y                   | Y                              | Y   | FR 113-<br>124, STBD<br>SIDE OF<br>SHELL,<br>DECK TO<br>OVERHEAD                                       | LAGGING 100% AND SS 50% (SS<br>INSTALLED 49" OFF DECK,<br>FRAME 113 TO 123)   |
| 3-140-2-L       | Y                   | Y                              | Y   |  | LAGGING 100% AND SS 50% (SS<br>INSTALLED 49" OFF DECK,<br>FRAME 140 TO 155)   |

### FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

| SPACE<br>NUMBER | SPACE<br>ASSESSABLE | LAGGING INSTALLED<br>ON BHD | IS THE SPACE INSPECTED<br>DURING SEMAT 1 | HISTORICAL<br>HOT SPOT | COMMENTS  |
|-----------------|---------------------|-----------------------------|--|------------------------|---|
| <u>3RD DECK</u> |                     |                             |  |                        |   |
| 3-140-1-L       | Y                   | Y                           | Y  |                        | LAGGING 100% AND SS<br>50% (SS INSTALLED<br>49" OFF DECK, FRAMES<br>140 TO 155)                                       |
| 3-144-0-L       | Y                   | Y                           | Y  |                        | ACCESSIBLE HIDDEN<br>LAGGED 100% (NOT<br>ACCESSIBLE AREA,<br>PORT & STBD FRAME<br>165 TO 180, 6'3" OFF<br>DECK BUNKS) |
| 3-156-2-Q       | Y                   | Y                           | Y  |                        | ACCESSIBLE HIDDEN<br>LAGGED 100% (100% OF<br>PORT SIDE SHELL<br>ASSESSABLE)   |
| 3-154-1-Q       | Y                   | Y                           | Y  |                        | ACCESSIBLE HIDDEN<br>LAGGED 100% (100% OF<br>SHELL ASSESSABLE)  |
| 3-180-2-C       | Y                   | Y                           | Y  |                        | ACCESSIBLE HIDDEN<br>LAGGED 100% (100% OF<br>SHELL ASSESSABLE)  |
| 3-180-5-A       | Y                   | Y                           | Y  |                        | ACCESSIBLE HIDDEN<br>LAGGED 100% (100% OF<br>SHELL ASSESSABLE)  |
| 3-196-2-A       | Y                   | Y                           | Y  |                        | ACCESSIBLE HIDDEN<br>LAGGED 100% (100% OF<br>SHELL ASSESSABLE)  |
| 3-236-1-F       | Y                   | N                           | Y  |                        | SPACE REQUIRES GAS<br>FREE  |
| 3-236-2-F       | Y                   | N                           | Y  |                        | SPACE REQUIRES GAS<br>FREE  |
| 3-240-1-F       | Y                   | N                           | Y  |                        | SPACE REQUIRES GAS<br>FREE  |



### FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

| SPACE<br>NUMBER | SPACE<br>ASSESSABLE | LAGGING INSTALLED<br>ON BHD | IS THE SPACE INSPECTED<br>DURING SEMAT 1 | HISTORICAL<br>HOT SPOT | COMMENTS   |
|-----------------|---------------------|-----------------------------|--|------------------------|--|
| <b>3RD DECK</b> |                     |                             |  |                        |  |
| 3-240-2-F       | Y                   | N                           | Y  |                        | SPACE REQUIRES GAS<br>FREE                                     |
| 3-272-2-F       | Y                   | N                           | Y  |                        | SPACE REQUIRES GAS<br>FREE                                     |
| 3-272-1-F       | Y                   | N                           | Y  |                        | SPACE REQUIRES GAS<br>FREE                                     |
| 3-278-1-F       | Y                   | N                           | Y  |                        | SPACE REQUIRES GAS<br>FREE                                     |
| 3-278-2-F       | Y                   | N                           | Y  |                        | SPACE REQUIRES GAS<br>FREE                                     |
| 3-286-2-F       | Y                   | N                           | Y  |                        | SPACE REQUIRES GAS<br>FREE                                     |
| 3-286-1-F       | Y                   | N                           | Y  |                        | SPACE REQUIRES GAS<br>FREE                                     |
| 3-292-8-F       | Y                   | N                           | Y  |                        | SPACE REQUIRES GAS<br>FREE                                     |
| 3-316-1-J       | Y                   | N                           | Y  |                        | SPACE REQUIRES GAS<br>FREE                                     |
| 3-322-1-J       | Y                   | N                           | Y  |                        | SPACE REQUIRES GAS<br>FREE                                     |
| 3-328-0-A       | Y                   | Y                           | Y  |                        | ACCESSIBLE HIDDEN<br>LAGGED 100% (100% OF<br>SHELL ASSESSABLE) |

### FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

| SPACE<br>NUMBER | SPACE<br>ASSESSABLE | LAGGING INSTALLED<br>ON BHD | IS THE SPACE INSPECTED<br>DURING SEMAT 1 | HISTORICAL<br>HOT SPOT                                  | COMMENTS   |
|-----------------|---------------------|-----------------------------|--|---|--|
| <b>4TH DECK</b> |                     |                             |  |   |  |
| 4-H-0-V         | Y                   | N                           | Y  |   | SPACE REQUIRES GAS<br>FREE   |
| 4-20-0-W        | Y                   | N                           | Y  |   | SPACE REQUIRES GAS<br>FREE   |
| 4-27-0-V        | N                   | N                           | Y  |   | SPACE REQUIRES GAS<br>FREE<br>FR 27 FR 32 P/S FROM<br>3' UP 26' 4 1/16   |
| 4-32-0-Q        | Y                   | N                           | Y  |   |  |
| 4-48-2-L        | Y                   | Y                           | Y  |   | ACCESSIBLE HIDDEN<br>LAGGED 100% (100% OF<br>SHELL ASSESSABLE)   |
| 4-48-1-Q        | Y                   | Y                           | Y  | FR 49-55<br>STBD SIDE<br>OF SHELL,<br>4'-0' OFF<br>DECK | ACCESSIBLE HIDDEN<br>LAGGED 100% (NOT<br>ACCESSIBLE AREA<br>FRAME 50 TO AFT BHD<br>56, 4'-0' OFF DECK<br>HEATEX & PPG) |
| 4-56-2-A        | Y                   | Y                           | Y  |   | ACCESSIBLE HIDDEN<br>LAGGED 100% (100% OF<br>SHELL ASSESSABLE)   |
| 4-56-0-M        | Y                   | Y                           | Y  |   | ACCESSIBLE HIDDEN<br>LAGGED 100% (100% OF<br>SHELL ASSESSABLE)   |

### FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

| <u>SPACE<br/>NUMBER</u> | <b>SPACE<br/>ASSESSABLE</b> | <b>LAGGING INSTALLED<br/>ON BHD</b> | <b>IS THE SPACE INSPECTED<br/>DURING SEMAT 1</b> | <b>HISTORICAL<br/>HOT SPOT</b>   | <b>COMMENTS</b>   |
|-------------------------|-----------------------------|-------------------------------------|--|--|---|
| <b>4TH DECK</b>         |                             |                                     |  |  |   |
| 4-64-0-Q                | Y                           | N                                   | Y  |  |   |
| 4-100-0-E               | Y                           | Y                                   | Y  | FR 100-101<br>STBD SIDE<br>OF SHELL<br>6'BELOW<br>GRATING                  | ACCESSIBLE HIDDEN<br>LAGGED 100% (100% OF<br>PORT & STBD SHELL<br>ASSESSABLE) |
| 4-100-0-Q               | Y                           | Y                                   | Y  | TANK TOP<br>FOR 5-140 &<br>5-164-2F  | STAINLESS STEEL 100%<br>(100% OF PORT SIDE<br>SHELL ASSESSABLE)               |
| 4-140-0-Q               | Y                           | Y                                   | Y  |  | 100% ASSESSABLE   |
| 4-140-3-A               | Y                           | N                                   | Y  |  | ACCESSIBLE HIDDEN<br>LAGGED 100%(100% OF<br>SHELL ASSESSABLE)                 |
| 4-152-1-A               | Y                           | N                                   | Y  |  | ACCESSIBLE HIDDEN<br>LAGGED 100% (100% OF<br>SHELL ASSESSABLE)                |
| 4-160-0-Q               | Y                           | N                                   | Y  |  | 100% OF PORT AND<br>STBD SHELL<br>ASSESSABLE                                  |
| 4-172-1-E               | Y                           | Y                                   | Y  | FR 174-180<br>STBD OF<br>SHELL 6"<br>BELOW<br>GRATING<br>BETWEEN L7-<br>L9 | 100% OF PORT & STBD<br>SHELL ASSESSABLE                                       |

### FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

| SPACE NUMBER    | SPACE ASSESSABLE | LAGGING INSTALLED ON BHD | IS THE SPACE INSPECTED DURING SEMAT 1 | HISTORICAL HOT SPOT | COMMENTS   |
|-----------------|------------------|--------------------------|---------------------------------------|---------------------|--|
| <b>5TH DECK</b> |                  |                          |                                       |                     |  |
| 5-FF-0-V        | N                | N                        | N                                     |                     | INACCESSIBLE VOID FR 18 - FR 32, P/S. FROM STEM UP 4FT. FR 5 - FR 18, P/S. FROM STEM UP ~6FT; FR E - 12, P/S. FROM STEM UP ~10FT |
| 5-32-0-W        | N                | N                        | Y                                     |                     | SPACE REQUIRES GAS FREE  |
| 5-51-0-Q        | Y                | N                        | Y                                     |                     | 100% OF PORT & STBD SHELL ASSESSABLE   |
| 5-56-0-F        | N                | N                        | Y                                     |                     | SPACE REQUIRES GAS FREE  |
| 5-64-0-F        | N                | N                        | Y                                     |                     | SPACE REQUIRES GAS FREE  |
| 5-84-2-F        | N                | N                        | N                                     |                     | SPACE REQUIRES GAS FREE  |
| 5-84-1-F        | N                | N                        | N                                     |                     | SPACE REQUIRES GAS FREE  |
| 5-100-2-W       | N                | N                        | N                                     |                     | SPACE REQUIRES GAS FREE  |
| 5-100-1-W       | N                | N                        | N                                     |                     | SPACE REQUIRES GAS FREE  |
| 5-100-4-F       | N                | N                        | Y                                     |                     | SPACE REQUIRES GAS FREE  |
| 5-100-3-F       | N                | N                        | Y                                     |                     | SPACE REQUIRES GAS FREE  |
| 5-116-2-F       | N                | N                        | Y                                     |                     | SPACE REQUIRES GAS FREE  |
| 5-116-1-F       | N                | N                        | Y                                     |                     | SPACE REQUIRES GAS FREE  |

## FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

| SPACE NUMBER    | SPACE ASSESSABLE | LAGGING INSTALLED ON BHD | IS THE SPACE INSPECTED DURING SEMAT 1 | HISTORICAL HOT SPOT                    | COMMENTS  |
|-----------------|------------------|--------------------------|---------------------------------------|--|---|
| <b>5TH DECK</b> |                  |                          |                                       |  |   |
| 51/2-116-0-V    | N                | N                        | N                                     |  | INACCESSIBLE VOID FR 116 - FR 132, P/S FROM KEEL UP ~4FT  |
| 5-132-0-F       | N                | N                        | N                                     |  | SPACE REQUIRES GAS FREE   |
| 5-137-1-T       | N                | N                        | N                                     |  | SPACE REQUIRES GAS FREE   |
| 5-140-2-F       | N                | N                        | N                                     |  | SPACE REQUIRES GAS FREE   |
| 5-140-1-F       | N                | N                        | N                                     |  | SPACE REQUIRES GAS FREE   |
| 5-164-0-F       | N                | N                        | N                                     |  | SPACE REQUIRES GAS FREE   |
| 5-164-2-F       | N                | N                        | N                                     |  | SPACE REQUIRES GAS FREE   |
| 5-164-1-F       | N                | N                        | N                                     |  | SPACE REQUIRES GAS FREE   |
| 5-170-0-F       | N                | N                        | N                                     |  | SPACE REQUIRES GAS FREE   |
| 5-180-0-E       | Y                | Y                        | Y                                     | FRAME 180, PORT 15'-0" OFF CL, 8' SQFT | SHELL NON-ASSESSABLE ON PORT SIDE FRAME 180 TO 195, FRAME 204 TO 212, OVERHEAD TO BILGE, TANK & FND |
| 5-180-01-E      | Y                | Y                        | Y                                     |  | 100% OF STBD SHELL ASSESSABLE   |
| 5-192-2-F       | N                | N                        | Y                                     |  | SPACE REQUIRES GAS FREE   |
| 5-201-1-F       | N                | N                        | Y                                     |  | SPACE REQUIRES GAS FREE   |
| 5-201-3-F       | N                | N                        | Y                                     |  | SPACE REQUIRES GAS FREE   |

## FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

| SPACE NUMBER    | SPACE ASSESSABLE | LAGGING INSTALLED ON BHD | IS THE SPACE INSPECTED DURING SEMAT 1 | HISTORICAL HOT SPOT                                 | COMMENTS  |
|-----------------|------------------|--------------------------|---------------------------------------|---|---|
| <b>5TH DECK</b> |                  |                          |                                       |   |   |
| 5-204-2-F       | N                | N                        | N                                     |   | SPACE REQUIRES GAS FREE   |
| 5-204-1-F       | N                | N                        | N                                     |   | SPACE REQUIRES GAS FREE   |
| 5-212-0-E (UL)  | Y                | Y                        | Y                                     | FRS 215-220 PORT SIDE OF SHELL, U/L BETWEEN L13-L14 | ACCESSIBLE HIDDEN LAGGED UPPER LEVEL. (NOT ACCESSIBLE AREA, PORT SIDE FRAME 220 TO 224, 5'-0" OFF U/L GRATING VOLTAGE REGULATOR)  |
| 5-212-0-E (LL)  | Y                |                          |                                       |   | ASSESSABLE HIDDEN, LAGGED LOWER LEVEL, ACCESSIBLE AREA PORT FRAME 212 TO 228, L10 TO BILGE AREA, STBD FRAME 212 TO 228 L8 TO BILGE AREA. (NOT ACCESSIBLE AREA - PORT & STBD FRAME 228 TO 250, FROM U/L TO BILGE AREA FUEL OIL HEATER) |
| 5-220-2-W       | N                | N                        | N                                     |   | SPACE REQUIRES GAS FREE   |
| 5-222-1-F       | N                | N                        | N                                     |   | SPACE REQUIRES GAS FREE   |



## FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

| SPACE<br>NUMBER | SPACE<br>ASSESSABLE | LAGGING INSTALLED<br>ON BHD | IS THE SPACE INSPECTED<br>DURING SEMAT 1 | HISTORICAL<br>HOT SPOT                                       | COMMENTS  |
|-----------------|---------------------|-----------------------------|--|--|---|
| <b>5TH DECK</b> |                     |                             |  |  |   |
| 5-226-2-E       | Y                   | Y                           | Y  |  | SHELL NON-ASSESSABLE<br>FRAME 225 TO 229,<br>4'-2" OFF U/L<br>GRATING, FRAME 235<br>TO 250, 6'-3" OFF<br>U/L GRATING - AIR<br>FLASK, MANIFOLD &<br>FUEL TANK  |
| 5-226-1-E       | Y                   | Y                           | Y  |  | SHELL NON-ASSESSABLE<br>FRAME 225 TO 229,<br>4'-2" OFF U/L<br>GRATING, FRAME 235<br>TO 250, 6'-3" OFF<br>U/L GRATING, AIR<br>FLASK, MANIFOLD &<br>FUEL TANK   |
| 5-250-0-E       | Y                   | Y                           | Y  | FR 271-272<br>PORT SIDE<br>OF SHELL<br>TOP OF L0<br>TANK TOP | LAGGED EXCEPT FOR<br>BILGE AREA, AT 18"<br>ABOVE GRATING INTO<br>BILGE AREA, (SHELL<br>NON-ASSESSABLE ON<br>PORT 1'-0" AFT OF<br>FRAME 270 TO FRAME<br>292, FROM 5'-0" OFF<br>GRATING, STBD FRAME<br>265 TO 270 FROM 1'-<br>0" FROM OVERHEAD TO<br>6" BELOW GRATING,<br>14" AFT OF FRAME 270<br>TO 273, 5'-0" OFF<br>GRATING POWER<br>PANELS) |

## FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

| SPACE<br>NUMBER       | SPACE<br>ASSESSABLE | LAGGING INSTALLED<br>ON BHD | IS THE SPACE<br>INSPECTED DURING<br>SEMAT 1 | HISTORICAL HOT<br>SPOT                              | COMMENTS   |
|-----------------------|---------------------|-----------------------------|---|---|--|
| <b>5TH DECK</b>       |                     |                             |   |   |  |
| 5-250-0-E<br>(CONT'D) | Y                   | Y                           | Y   | FR 250 PORT<br>SIDE OF SHELL,<br>BETWEEN L9-L12     |  |
| 5-250-0-E<br>(CONT'D) | Y                   | Y                           | Y   | FR 258-264 STBD<br>SIDE OF SHELL,<br>BETWEEN L9-L12 |  |
| 5-250-1-F             | N                   | N                           | N   |   | SPACE REQUIRES GAS<br>FREE   |
| 5-250-2-F             | N                   | N                           | N   |   | SPACE REQUIRES GAS<br>FREE   |
| 5-270-0-F             | N                   | N                           | N   |   | SPACE REQUIRES GAS<br>FREE   |
| 5-276-0-F             | N                   | N                           | N   |   | SPACE REQUIRES GAS<br>FREE   |
| 5-290-2-F             | N                   | N                           | N   |   | SPACE REQUIRES GAS<br>FREE   |
| 5-292-0-E             | Y                   | Y                           | Y   | FR 316-328 PORT<br>SIDE OF SHELL<br>BETWEEN L5-L9   | ACCESSIBLE HIDDEN<br>LAGGED, ASSESSABLE<br>AREA PORT FRAME 292<br>TO 318, DK GRATING<br>TO OVERHEAD (SHELL<br>NON-ASSESSABLE ON<br>PORT FRAME 318 TO<br>328, 2'-0" FROM<br>GRATING TO OVERHEAD<br>OF SPACE, STBD<br>FRAME 292 TO 300,<br>3'-0" OFF GRATING |

## FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

| SPACE<br>NUMBER       | SPACE<br>ASSESSABLE | LAGGING INSTALLED<br>ON BHD | IS THE SPACE INSPECTED<br>DURING SEMAT 1 | HISTORICAL<br>HOT SPOT                                   | COMMENTS   |
|-----------------------|---------------------|-----------------------------|--|--|--|
| 5TH DECK              |                     |                             |  |  |  |
| 5-292-0-E<br>(CONT'D) | Y                   | Y                           | Y  | FR 316-328<br>PORT SIDE<br>OF SHELL<br>BETWEEN L5-<br>L9 | TO OVERHEAD, FRAME<br>305 TO 308, 3'-0" OFF<br>GRATING TO OVERHEAD,<br>FRAME 313 TO 328, 6'-<br>3" OFF GRATING &<br>POWER PANELS |
| 5-292-0-E<br>(CONT'D) |                     |                             | Y  | FR 292-328<br>PORT SIDE<br>OF SHELL<br>BETWEEN L1-<br>L3 |  |
| 5-292-1-W             | N                   | N                           | N  |  | SPACE REQUIRES GAS<br>FREE   |
| 5-292-2-W             | N                   | N                           | N  |  | SPACE REQUIRES GAS<br>FREE   |
| 5-292-3-W             | N                   | N                           | N  |  | SPACE REQUIRES GAS<br>FREE   |
| 5-308-2-W             | N                   | N                           | N  |  | SPACE REQUIRES GAS<br>FREE   |
| 5-308-1-W             | N                   | N                           | N  |  | SPACE REQUIRES GAS<br>FREE   |
| 5-328-0-J             | N                   | N                           | N  |  | SPACE REQUIRES GAS<br>FREE   |
| 5-328-2-W             | N                   | N                           | N  |  | SPACE REQUIRES GAS<br>FREE   |

### FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

| SPACE<br>NUMBER | SPACE<br>ASSESSABLE | LAGGING INSTALLED<br>ON BHD | IS THE SPACE INSPECTED<br>DURING SEMAT 1 | HISTORICAL<br>HOT SPOT | COMMENTS  |
|-----------------|---------------------|-----------------------------|--|------------------------|---|
| <b>5TH DECK</b> |                     |                             |  |                        |   |
| 5-328-1-W       | N                   | N                           | N  |                        | SPACE REQUIRES GAS<br>FREE  |
| 5-344-0-J       | N                   | N                           | N  |                        | SPACE REQUIRES GAS<br>FREE  |
| 5-368-0-V       | N                   | N                           | N  |                        | SPACE REQUIRES GAS<br>FREE  |
| 5-386-0-V       | N                   | N                           | N  |                        | INACCESSIBLE VOID<br>FRAME 386 TO 392,<br>P/S, FROM KEEL UP<br>~2FT; FRAME 392 TO<br>400, S, FROM KEEL UP<br>~2FT; FRAME 400 TO<br>408 P/S FROM KEEL UP<br>~2FT |
| 5-392-0-V       | N                   | N                           | N  |                        | SPACE REQUIRES GAS<br>FREE  |
| 5-368-0-E       | Y                   | Y                           | Y  |                        | ACCESSIBLE HIDDEN<br>LAGGED 100% (100% OF<br>SHELL ASSESSABLE)  |
| 5-376-1-A       | Y                   | Y                           | Y  |                        | ACCESSIBLE HIDDEN<br>LAGGED 100% (100% OF<br>SHELL ASSESSABLE)  |